Special Report:
Passenger Service

May 19, 1958

RAILWAY AGE *weekly*

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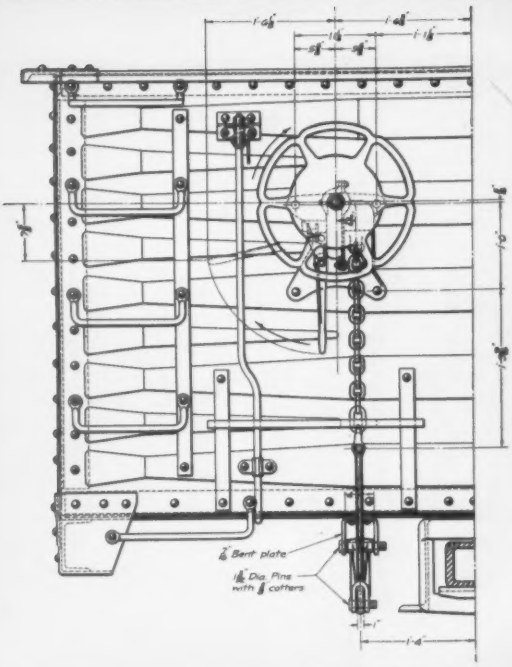

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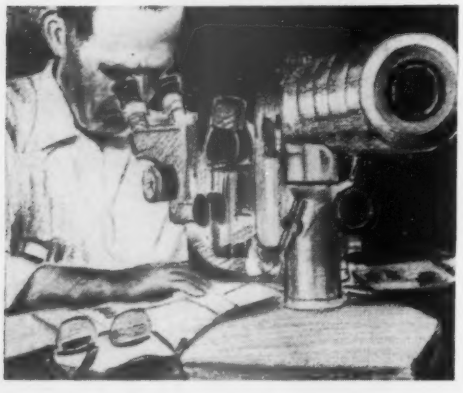

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RAILWAY AGE *weekly*

May 19, 1958 • Vol. 144, No. 20

Week at a Glance

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What's ahead for U.S. firemen? ..... p. 9

The BLF&E settled its brief strike against the CPR mostly on the company's terms. But if U.S. railroads try to follow the CPR's lead in removing firemen from freight and yard diesels, they will have to wage the fight under different ground rules.

Smathers blasts ICC policies p.13

Transportation regulation has reached the point where it might be best to "wipe the book clean and start over again," declares the chairman of the Senate Surface Transportation Subcommittee. A proposed investigation of the transportation situation, he says, will take up the question.

No recession in AAR mechanical research p.54

Lower costs and greater efficiency for railroads is the two-pronged goal of the research program of the AAR's Mechanical Division. The goal will be achieved by improving car and locomotive performance.

Carriers split on rate proposal p.83

At a Transportation Week conference in Boston, spokesmen for rail, water, highway and air carriers agreed that common solutions should be sought for common problems—but they registered disagreement on the question of rate-making.

Special Report:

A BOLD PROPOSAL for Passenger Service

The service has been bumping along in its own peculiar recession for over a decade. Nevertheless, most railroads plan to stay in the passenger business. Here, in one provocative group of articles, is how the industry might change its losing cards to winners.

An industry must experiment to survive ..... p. 20

Railroads are playing a losing game—yet they're the stronger team ..... p. 22

Speed up and cost down the service on one experimental route ..... p. 26

What can be done? ..... p. 28

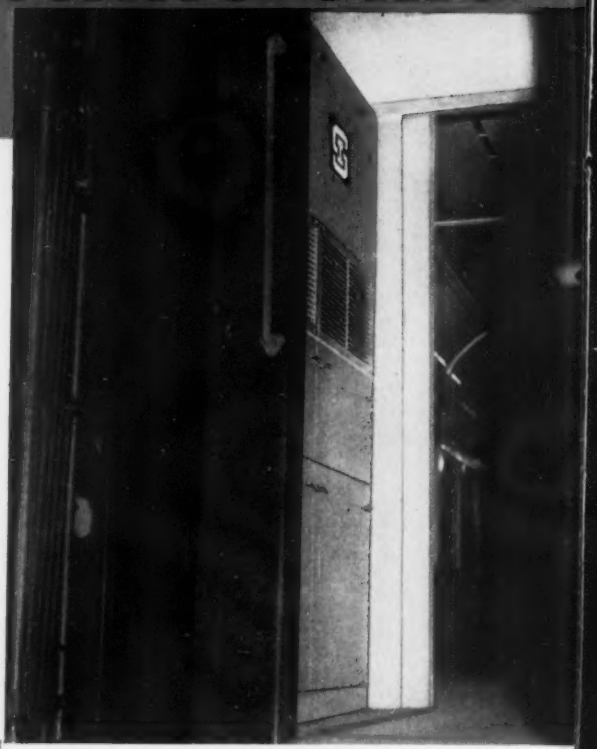
In the U.S.—No profit in mail ..... p. 35

What's happening to express? ..... p. 37

The Action Page—Let's stop temporizing ..... p. 94

Modernize Passenger Cars Now in Service with this "Safety" PACKAGE TYPE AIR CONDITIONING UNIT

Quickly and at LOW COST!



Actual installation view shows small space required for "Safety" air conditioning unit in car vestibule.

Pictured at the right is the **fresh new look** in air conditioned railway coaches. The "'Safety" 8-ton package type unit is a new concept in comfort and economy. This low-cost air conditioning equipment

- . . . is completely self-contained
- . . . fits snugly in 10 sq. ft. in the coach vestibule, causing no loss of revenue-producing passenger space.

Intended for direct current operation on standard passenger cars now in service, the unit is ideal for the replacement of ice-cooled or obsolete mechanical cooling systems.

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Unit with cover removed, showing easily accessible components.

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- **COMPLETELY SELF-CONTAINED** . . . with compressor, condenser, evaporator, heating coil, blowers, filters, grilles, refrigerant controls, piping, motors with allied controls, starter panel and auxiliaries. (Temperature controls and air distributor are not included with unit.)
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Weight of completely assembled unit, including wiring and refrigerant charge, is 2200 lbs.
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Week at a Glance CONT.

Current Statistics

Operating revenues, three months	
1958	$2,239,817,953
1957	2,576,787,000
Operating expenses, three months	
1958	$1,873,986,983
1957	2,023,252,949
Taxes, three months	
1958	$208,125,559
1957	271,655,047
Net railway operating income, three months	
1958	$84,637,898
1957	214,348,877
Net income estimated, three months	
1958	$30,000,000
1957	162,000,000
Average price 20 railroad stocks	
May 13, 1958	75.70
May 14, 1957	91.49
Carloadings revenue freight	
Eighteen weeks, 1958	9,613,083
Eighteen weeks, 1957	12,041,891
Average daily freight car surplus	
Wk. ended May 10, 1958	134,452
Wk. ended May 11, 1957	14,248
Average daily freight car shortage	
Wk. ended May 10, 1958	16
Wk. ended May 11, 1957	835
Freight cars on order	
April 1, 1958	38,027
April 1, 1957	107,708
Freight cars delivered	
Three months, 1958	18,441
Three months, 1957	26,359

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Short and Significant

Conversion of the Federal Employers' Liability Act . . .

into "what amounts to a workmen's compensation statute" has been advanced further by the U.S. Supreme Court. That's what dissenting justices said as the court held the Missouri Pacific liable for injuries sustained by a cook on one of its business cars which was being switched on the Houston Belt & Terminal. To reach that conclusion, the court gave "accommodating scope" to the word "agents," thus making Belt a MoPac agent. Because they did not so stretch Belt's independent-contractor role, lower courts had ruled that faults of its switching crew were not imputable to the MoPac.

Train-brake rules . . .

of the AAR will become the ICC's initial regulations governing installation, inspection, maintenance and repair of "power or train brakes." That's required by the recently-enacted brake law, and the commission issued an order to take over effective August 9. The rules may be changed by the commission after a hearing.

Outcome of Randolph Phillips' fight . . .

for a seat on the Pennsylvania's board of directors may not be known for two or three weeks, when votes cast at last week's annual meeting of stockholders have been counted. "I think I've been elected," said the New York financial consultant, who voted in his own behalf the proxies of 22,700 of the road's 146,000 shareholders.

July 1 is the target date . . .

for submission of an engineering report on the proposed Texas-New York LPG pipeline along the Katy and New York Central rights-of-way. Advance opinion around Katy offices is optimistic —although financing of the project remains somewhat of a question.

A GN-NP-CB&Q-SP&S merger plan . . .

may be submitted to the ICC at the end of this year. An operating study on the proposed merger has been under consideration since its completion late last year. For the time being, Burlington's subsidiaries C&S and FW&D would not be included in the merged property.

L.C.L. delivery costs . . .

are the subject of a current hassle which should break out into the open in coming months. Some freight agents are asking, why pay a shipper only 5 cents per hundred pounds, through a tariff provision, for performing his own pickup-and-delivery service, yet pay a drayman as much as 30 cents to do the job? At least one railroad, Rio Grande, is preparing to revise its tariff discount upward to a figure a traffic man calls "more realistic."

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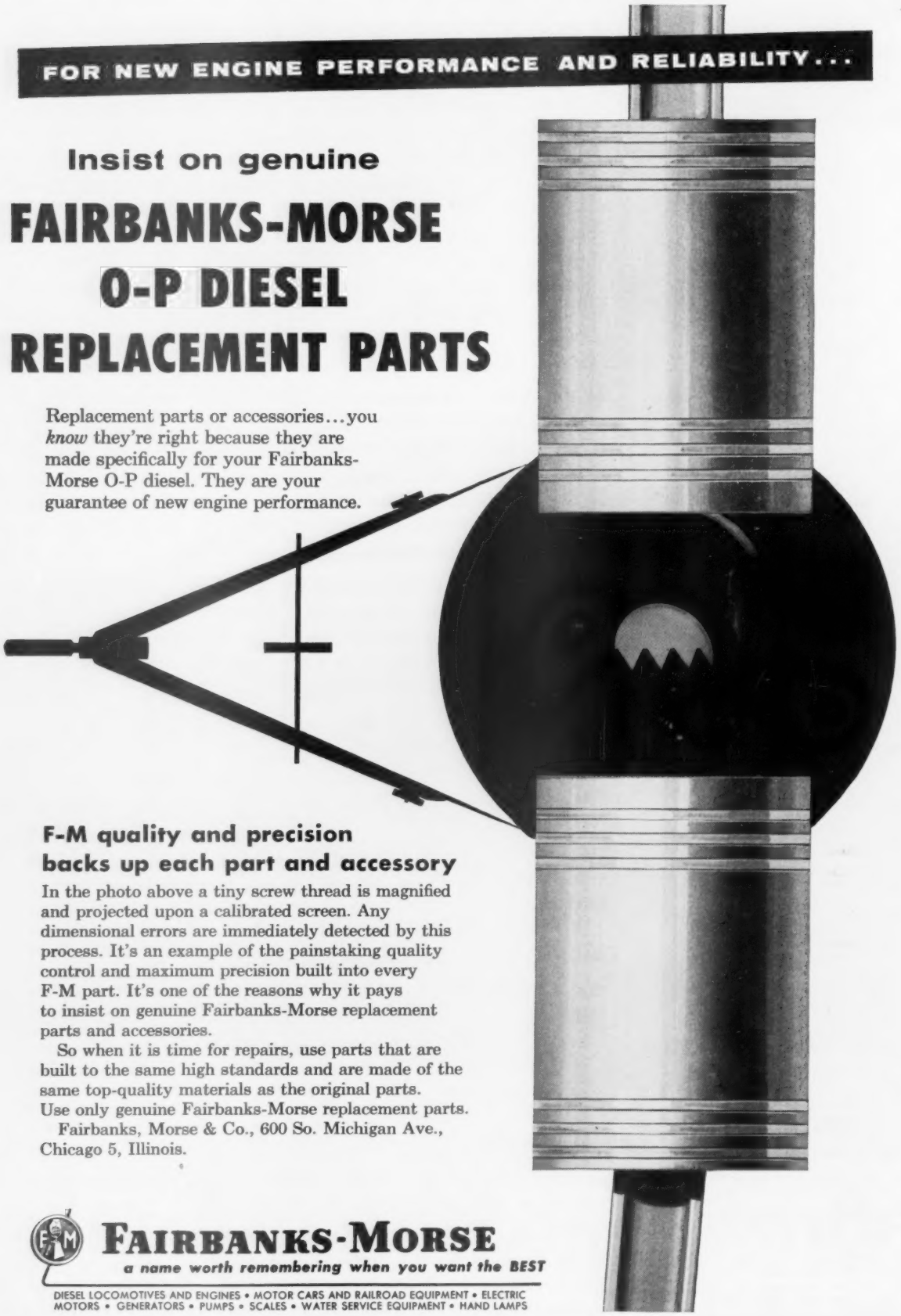

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What's Ahead for U.S. Firemen?

The CPR won a tough battle with the BLF&E on elimination of firemen from yard and freight diesels. If U. S. roads now try to follow CPR's lead, they may be in for an even tougher scrap.

The Canadian Pacific weathered a short-lived firemen's strike last week to win union agreement on the basic points covered by the Kellock Royal Commission Report.

CPR thus became the first North American railroad to press and win its case that the fireman is an unnecessary employee on yard and freight service diesel locomotives.

Confirmation of the Royal Commission Report in Canada took the braces off speculation on the outlook for the firemen on U. S. roads.

One union officer speculated that American roads "will probably try to set precedent" by the Canadian settlement. But, he added, the union will strongly resist any such effort.

The BLF&E, he said, had not given up the fight on the diesel issue—and may fight it out down the line, road by road, if need be.

The end came suddenly, at 11:59 p.m. Tuesday. Members of the Brotherhood of Locomotive Firemen & Enginemen had walked off their jobs early on the preceding Sunday morning. But this strike turned out to be a feeble copy of the work stoppage that shut down CPR 16 months ago over the same issue.

The settlement reached by company and union Tuesday was based on gradual removal of firemen from yard and freight operations. No new firemen will be hired by the carrier. Major point of difference between the agreement and the Royal Commission findings concerns the classification of presently-employed firemen by seniority categories. Three groups were called for by the Commission but the settlement provides for the inclusion of middle seniority men with the top seniority list in Category 1.

Under the original plan, the 2,477 freight and yard-service firemen fell into three groups. The 1,900 with at least five years service continue in their jobs with full seniority rights. Another 477 with two to five years service were to get available work as trainmen or yardmen. The remaining 100 with less than two years service were to get priority for other CPR jobs.

Under the settlement compromise, the first two categories are combined. The 2,377 men with at least two years service continue with full seniority rights in their jobs, and only the 100 jobs filled by men with less than two years service will be abolished immediately. Firemen will disappear slowly; as men are promoted, they will not be replaced.

A BLF&E officer in Montreal said the CPR strike was settled on a basis of circumstances demanding that the union save as many jobs as possible on the railroad. Circumstances of the walkout, he said, brought the brotherhood to a point where it agreed to settle on the Royal Commission Report.

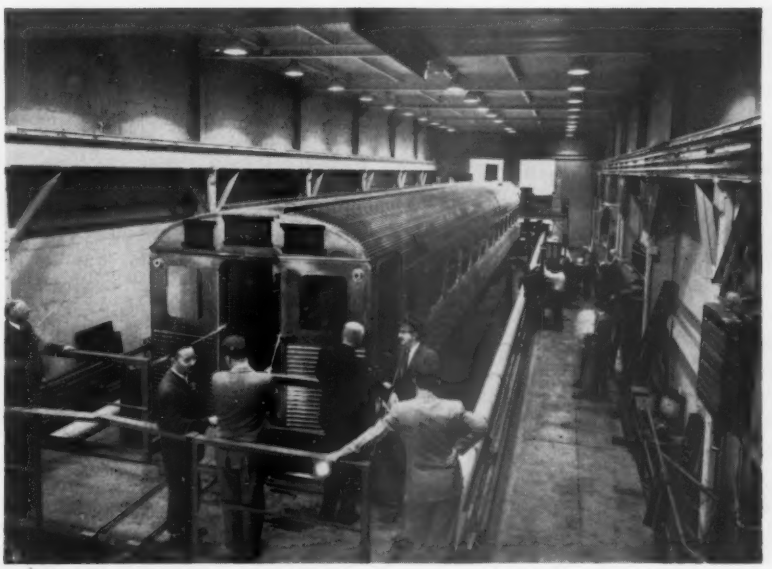
The BLF&E, however, made it clear that it is not accepting the Commission findings as a decisive factor in the whole diesel firemen question.

Despite the union's fighting mood, a feeling persisted that the CPR action was the opening wedge in what will be a widespread drive to eliminate the yard-freight firemen. The issue is certain to be revived in the U. S. next year when contract talks are reopened.

Even during the brief CPR strike, one operating man from a U. S. road voiced the opinion that if CPR succeeded in dropping its firemen he'd be willing to seek authority for a like move on his own road.

One thing seemed certain. Any attempt to eliminate firemen here will be fought out under different ground rules and different conditions than those existing in Canada.

● The Royal Commission Report—upholding CPR down the line—applied only to the CPR situation, so far as concrete



'Big Squeeze' for Pennsy Commuter Coaches

Compression tests with loads up to 800,000-lb were applied recently to the stainless steel shell of the first of six Budd Pioneer III multiple-unit cars soon to be delivered to the Pennsylvania for commuter service. After successfully withstanding the series of end loads at Budd's Philadelphia test plant, the shell went back on the assembly line for completion. Last week the fully equipped car began a series of road tests. First of Budd's Pioneer III lightweights for revenue service, these six cars are due in June.

findings go. Its principles could conceivably be applied elsewhere. In the U.S., however, there is no comparable agency for investigating disputes and recommending solutions. In Canada, opposing a Royal Commission Report goes against tradition.

- Public opinion in Canada was apparently solidly in the CPR's corner. There's no guarantee at this time at least that public opinion here would line up so strongly for the carriers.
- Canada is in the midst of a nationalistic movement. Rightly or wrongly, editorial comments from Canada during the CPR-BLF&E dispute alleged U. S. influence over Canadian labor organizations. The union, although it has its headquarters in Cleveland, Ohio, attempted to make clear that the Canadian action was strictly Canadian—with no interference from south of the border. Obviously, any effect the nationalism movement may have had on the Canadian situation won't be applicable in the U. S.
- Canadian labor did not go all-out in support of the firemen. There were instances where members of other railway brotherhoods refused to cross BLF&E lines, and Canadian labor gave full support by resolution. But specific backing wasn't there. Part of this may have been due to labor's reluctance to take arms against the Royal Commission. Whatever the cause, it's questionable that American labor would take a stand-offish attitude if firemen's jobs were threatened.
- When the diesel issue originally developed, CPR was only about 50 per cent dieselized. Even now the target date for full system dieselization is three years away. U. S. roads were far ahead on dieselization in 1956-57 and are nearing the 100 per cent figure now. Thus Canada could approach the issue before the use of firemen in diesels became a thing of custom. U. S. roads can't come close to that situation now.

Add to these factors BLF&E's declaration that it won't permit expansion of the Royal Commission's principles to other cases and it becomes clear that elimination of firemen in the U. S. will not follow automatically from the CPR case.

This second firemen's strike in 16 months against CPR, however, seemed almost doomed from the start. The weight of the Commission's findings, public opinion, labor's hesitation at going full blast for the firemen: all played a part. Where CPR was shut down generally during the nine-day 1957 strike, operations during the walkout last week apparently weren't much off normal in most Canadian areas.

The road reported pockets of trouble over the system, particularly in the far west at Vancouver, B. C. Employees in some other operating crafts stayed away from work. Scattered cancellations and consolidations of passenger runs were required. CPR countered with court action —injunctions obtained in British Columbia, Ontario and Saskatchewan—and the trouble was relatively brief.

Earlier, the union had sought an injunction to bar CPR from dropping firemen until after the May 31 contract expiration. The Superior Court of Quebec refused to grant the order.

Actually the outcome of the strike and settlement means only that about 100 CPR firemen will be laid off—those who signed on after April 1, 1956. The approximately 2400 firemen hired before then will continue with all rights and seniority protection.

Result will be that CPR will continue for some time to operate yard and freight power with firemen until attrition and consequent promotion thin the ranks of available firemen. The situation will vary by seniority district as to whether firemen will be used, depending on the number of men on the roster and the available assignments.

In its original planning, the carrier estimated savings from eliminating firemen at a current annual basis of $5,746,000, and an annual saving of $11,581,000 when full dieselization is attained. Inclusion of pre-April 1, 1956, firemen with the Category 1 seniority group, CPR indicated, will result in a substantial reduction in the short-term savings.

With the firemen issue settled, the way is now open for the beginning of negotiations on the union's demand for an 18 per cent wage increase.

Next front on the firemen situation: Canadian National. CNR served notice it wants to reserve the right to assign firemen solely at its own discretion in the future. The situation is now awaiting the appointment of a three-man conciliation board.

Watching Washington *with Walter Taft*

- **THE SENATE INTERSTATE COMMERCE COMMITTEE** is already at work on the program of transport legislation recommended by its Surface Transportation Subcommittee. It began considering it at a May 14 executive session. And Chairman Magnuson reported that the discussion reflected "pretty much agreement" with all of the subcommittee's recommendations except the proposal to amend the Interstate Commerce Act's rate-making rule.

AS TO THE RATE PROPOSAL, the full committee decided to give it a public hearing this week. It scheduled sessions for May 20 and 21, when it plans to hear two representatives of each interested group. Truckers and water carriers have denounced the proposal which is designed to keep the ICC consistent in following a policy of judging railroad rates without reference to their potential effect on competing transport agencies.

CHAIRMAN MAGNUSON said individual members of the committee might have reservations about other recommendations of the subcommittee, which is headed by Senator Smathers of Florida. At the same time, his report of the executive session pointed up his own expectation that full-committee endorsement would be won by those other recommendations. They propose government guaranty of loans to carriers, income-tax arrangements for a construction reserve fund, sharper definitions of private carriage, tighter agricultural exemptions, and more ICC power over intrastate rates and services.

- **SMATHERS BILL, S.3778,** which puts the subcommittee recommendations into legislative language, was before the committee. Senator Smathers introduced it to show the committee precisely what new law is proposed. This was a break for the railroads and other proponents of the program. They now have "a number" to refer to in contacting members of Congress.

- **TRANSPORT STUDY** proposal of the subcommittee is also before the full committee in formal fashion. Senator Smathers introduced it separately as Senate Resolution 303. It calls upon the committee to investigate and report on several transport-policy matters, including proposals to assess user charges on publicly-provided facilities, and to remove restrictions on railroad operations of other forms of transport.

COMMITTEE LOOKED WITH FAVOR on this idea, as Chairman Magnuson put it. He thinks the study will be made, and that the committee might either employ a special staff to do it or turn the job over to "one of the foundations." He also thinks it will cover air as well as surface transportation.

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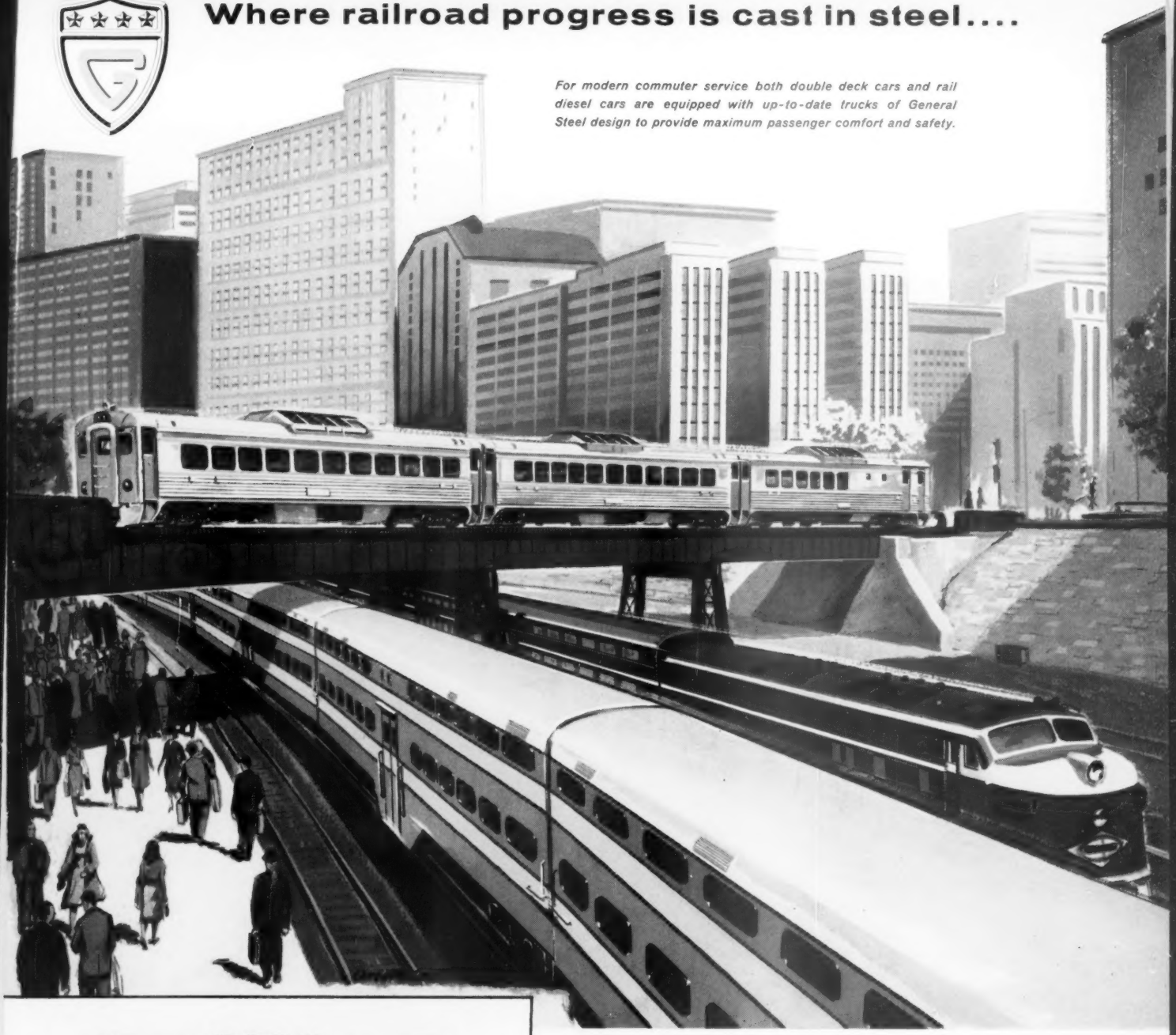

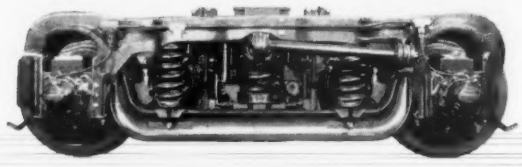

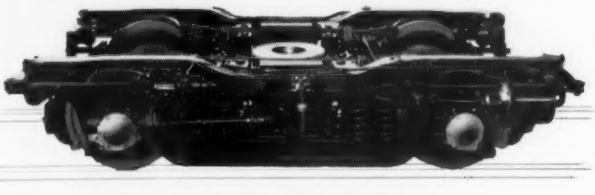

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Latest design 4-wheel equalized truck for direct drive rail diesel cars assures exceptional riding comfort and safety . . . minimum upkeep cost.

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GENERAL STEEL CASTINGS

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MORE SERVICE!

MORE SAFETY!

MORE SAVINGS!

with

Streamlite HAIRINSUL

6 MAJOR REASONS WHY LEADING REFRIGERATOR CAR LINES SPECIFY *Streamlite* HAIRINSUL

1. **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour, per degree F., per inch thick.
2. **LIGHT WEIGHT.** Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.
3. **PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.
4. **EASY TO INSTALL.** Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.
5. **COMPLETE RANGE.** Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.
6. **HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

MORE SERVICE because refrigerator cars protected by Streamlite HAIRINSUL are never taken out of service to repair or replace insulation. HAIRINSUL is an installation that lasts the life of the car.

MORE SAFETY because HAIRINSUL's efficiency is your best insurance against the vagaries of weather and against unexpected delays en route.

MORE SAVINGS because of Streamlite HAIRINSUL's ease of installation, long life and high salvage value.

AMERICAN HAIR & FELT COMPANY
Merchandise Mart • Chicago 54, Illinois

SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

Smathers Blasts ICC Policies

Chairman of Senate Surface Transportation Subcommittee, calling ICC a "giant handicapper," says a whole new approach to regulation may be needed. Rail aid program defended.

The Interstate Commerce Commission came under the fire of Senator George A. Smathers last week.

He suggested bluntly that it may be time to scrap the ICC's "monstrosity of regulation upon regulation, limitation upon limitation"—and start all over again.

The chairman of the Senate Surface Transportation Subcommittee defended the subcommittee's recommendations for rail aid (Railway Age, May 5, p. 9) in an address before the New York Traffic Club.

Senator Smathers accused the ICC of setting itself up as a "giant handicapper" of U. S. transportation—"adding two pounds here, four pounds there, hoping they all come in together." As a result, he declared, free enterprise has gone by the boards.

He said a long-range inquiry into the transportation situation, which his subcommittee recommended as one of its eight major points, will give high priority to these two questions:

1. "Do we need transportation regulation at all?

2. "If so, do we want to start where the ICC is today—or do we want to wipe the book clean and start over again?"

Senator Smathers made these other points:

- He has "very high hopes" that within the next two or three weeks, the Eisenhower Administration will come out for repeal of the transportation excise taxes. Repeal of those taxes was one of his subcommittee's recommendations. It already has the support of 24 Senators, he noted.
- The subcommittee wanted to write a stronger recommendation on rate-making freedom—but doubted if a stronger measure could withstand the combined opposition of highway and water carriers. "It doesn't do any good," said Senator Smathers, "to turn out a bill that can't get passed."
- The subcommittee did not go as far as it would have liked on tightening the agricultural commodity exemption, but thinks its recommendation was "a step in the right direction."

Will the subcommittee's recommendations be passed into law by this session of Congress? Senator Smathers said frankly that he didn't know.

"Now it's a matter of politics," he said. "You [railroaders] represent many people. What happens is determined by simple addition: how many votes do you have?

"We have done all we can do. From this point on, you gentlemen have the challenge in your lap. It will be interesting to see how you meet it."

The challenge, he indicated earlier, is a formidable one—with massive opposition developing on the subcommittee's rate-making recommendation.

That recommendation would have Congress write into law a policy enunciated some 13 years ago by the ICC—that the rates of each transport agency "should be determined . . . according to the facts and circumstances attending the movement of the traffic by that agency." For example, rail rates should not be "held up to a particular level to preserve a motor-rate structure, or vice versa." Such a statute, however, would expressly prohibit "destructive rate-making practices," Senator Smathers pointed out.

He warned railroaders that interests opposing this recommendation wield "considerable influence" in Washington.

But he rejected the idea that the rate-making recommendation should be scrapped—with the view to making the other recommendations more palatable to the opposition and thus giving them a better chance of passing Congress.

Abandonment of the rate proposal, he said, had been suggested to him by certain eastern railroads particularly interested in the subcommittee's recommendation for government-guaranteed loans to help railroads ride out their financial crisis. But, he added:

"Many Senators don't believe we can put Uncle Sam's signature to railroad debts, without giving those railroads the chance to improve their earning position."

Senator Smathers said "the very survival of the U. S. and the free world hangs upon the vigor and efficacy of our transportation and particularly the railroads."

Because of this, he said, he was gravely concerned with the "wonders" the Soviet Union has accomplished with its railroads while the U. S. has lagged behind.

"Even though we have three times more tracks and four to five times more equipment, we can talk from now until the end of time about the Russian long haul," said Senator Smathers. "And we can talk about the absence of intercity highways in Russia—as against our magnificent truck highways—and Russia's consequently overwhelming dependence on rails.

"But the fact is—discounting all we like—that, on the basis of our best comparative information, judged by ton-miles, total freight carried on the railroads of the Soviet Union is greater than total freight carried on railroads of the U. S."

In addition to the Soviet menace, the railroad situation today confronts Americans with the spectre of nationalization, said Senator Smathers.

"The U. S. is the only free country which has not yet nationalized its railroads. Canada is an exception because one of her railroads—the Canadian Pacific—is still privately owned. Is that to be our solution?"

It may be, he warned, unless legislation is passed "to strengthen railroads in their role within the American private property and free enterprise system [and] free them from the ensnarlment of over-regulation.

"No enterprise, no matter how gifted its management, can possibly survive the tyranny to which railroad management is now subjected by the federal government, by the states, by port authorities and local ordinance."

'Russia is closing the gap . . .'

"One reason for the strength of evil that is the Soviet Union, is her shrewd, ruthless and cunning dictator-stress upon the importance of railroads.

"While we are marching to the brink of railroad catastrophe and fumbling with a policy of a kind of balance of bankruptcy between this or that factor in our transportation system, the Soviet Union is closing the gap of the centuries. The Kremlin is whiplashing her masses to do in a decade or two or three—at the frightful expense of her people and their enslavement—what we in the U.S. have done, under free enterprise and private ownership, since 1830. . . .

"Which in our time and at this late date of world history can do better in terms of human productivity: freedom or slavery?"—*Senator George A. Smathers, Chairman, Senate Surface Transportation Subcommitttee.*

WEAPON AGAINST RISING COSTS

■ You're looking at more than a million dollars' worth of diesel locomotives — part of the 4½ billion dollars' worth put into service by the railroads since World War II. These new locomotives — and nearly 10 billion dollars' worth of other improvements — have made for better service, greater efficiency and lower costs. They have been a leading counterweapon in the railroads' fight against the inflationary forces of higher wages, prices, taxes and other costs. Because of such improvements, postwar increases in railroad rates have been much less than would otherwise have been necessary.

And railroads can keep on improving services and reducing costs — if the money or credit for further improvements can be found. But that means earnings — and railroad earnings are sharply reduced by outdated public policies which favor competing forms of transportation.

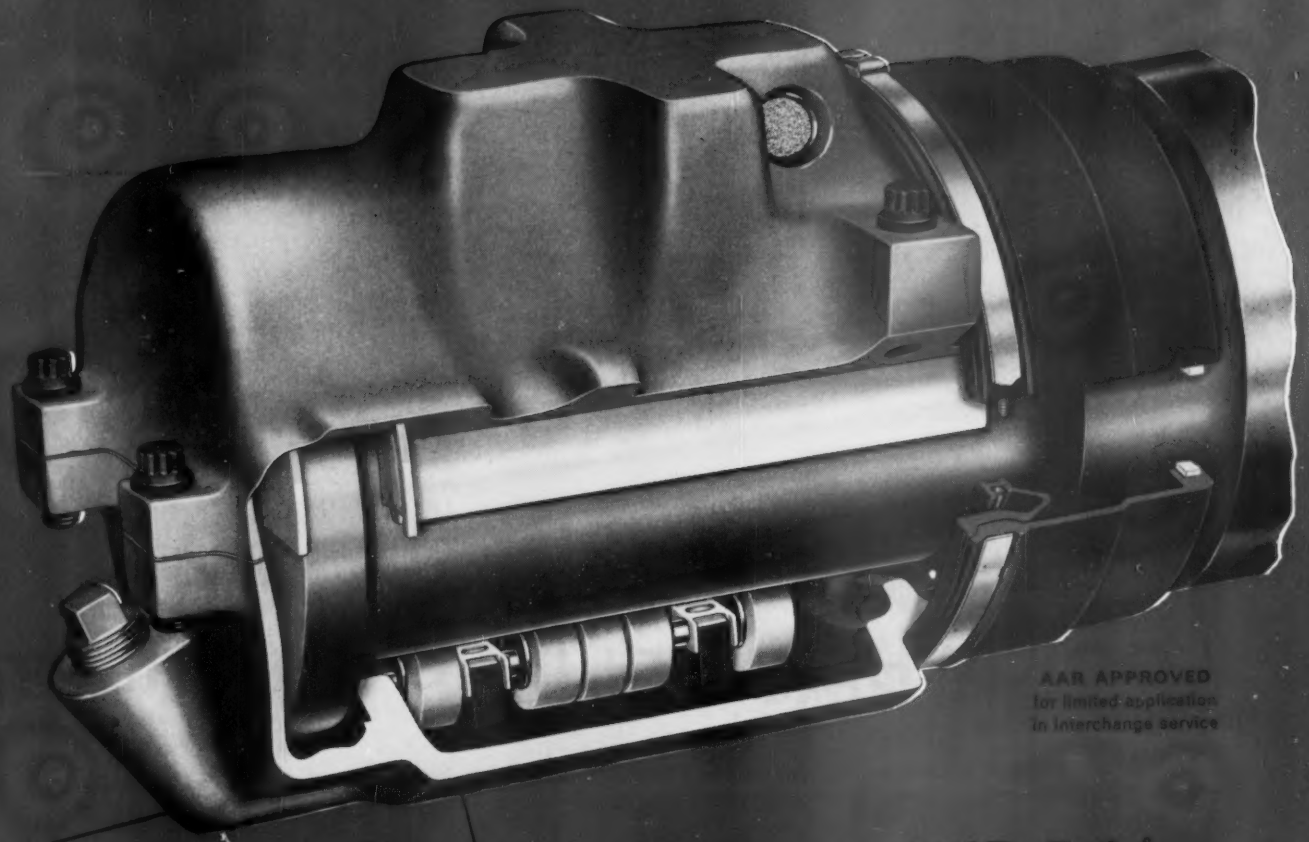
So, the nation is denied some of the benefits of continued railroad progress — and you lose, too.

In your interest — in the interest of everyone in America — railroads should be permitted to compete on equal terms. They ask no more; they should have no less.

ASSOCIATION OF AMERICAN RAILROADS

WASHINGTON, D. C.

PROGRESS REPORT



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in interchange service

CLEVITE Sealed Sleeve Bearing Cartridge

...new, permanent, soundly engineered and economical journal bearing conversion for freight cars.

...Doing a GOOD Job!

Tough road and laboratory tests under severest service and simulated conditions show the performance of Clevite Cartridges to be far more satisfactory than ever expected.

In actual application checks, Clevite Cartridges proved they require less modification of equipment and are installed at lower cost than any other permanent conversion.

Keep your eye on CLEVITE!

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The CLEVITE Bearing Cartridge is a development of Cleveland Graphite Bronze division of Clevite Corporation

BENNETT CERF—publisher, author, columnist and popular panel member of CBS-TV's "What's My Line?"

LOOK WHO'S SELLING THE HERTZ

ESTHER WILLIAMS—beautiful movie and TV star, is also president of International Swimming Pool Corporation

LOWELL THOMAS—author and newscaster—appears regularly on CBS-TV's "High Adventure with Lowell Thomas"

RAIL-AUTO TRAVEL PLAN IN 1958!

All famous names. All famous travelers. And in 1958, along with Sam Snead, Jack Kramer and Mrs. Arthur Murray, they're turning their talents to selling The Hertz Rail-Auto Plan. They're telling millions of magazine readers across the country to get The Hertz Idea: go by *train*, rent a new Turboglide Chevrolet Bel Air or other expertly maintained Hertz car on arrival.

That's the basic selling strategy for this year's bigger-than-ever Hertz advertising campaign. Helping too, in this sweeping sales effort for rail-auto travel: (1) our new daily CBS radio network program: Hertz Business and World News featuring Walter Cronkite, (2) Hertz counters, displays, signs and direct "Call A Car" phones in railroad terminals, and (3) your ticket agents who are paid a 10% commission on the total rental fee for every Hertz reservation they make.

How do these salesmen and sales aids pay off? Big! For Hertz, for the railroads. Extensive promotion of The Hertz Rail-Auto Travel Plan is putting more passengers on your trains, bringing back more repeat business for you. And it's helping put the brakes on our long-time competitor, the inter-city motorist.

But this sales drive for rail-auto travel needs your help. Here's all you do: in your advertising, mention the Idea, too—this passenger-pleasing idea of Hertz rent a car service!

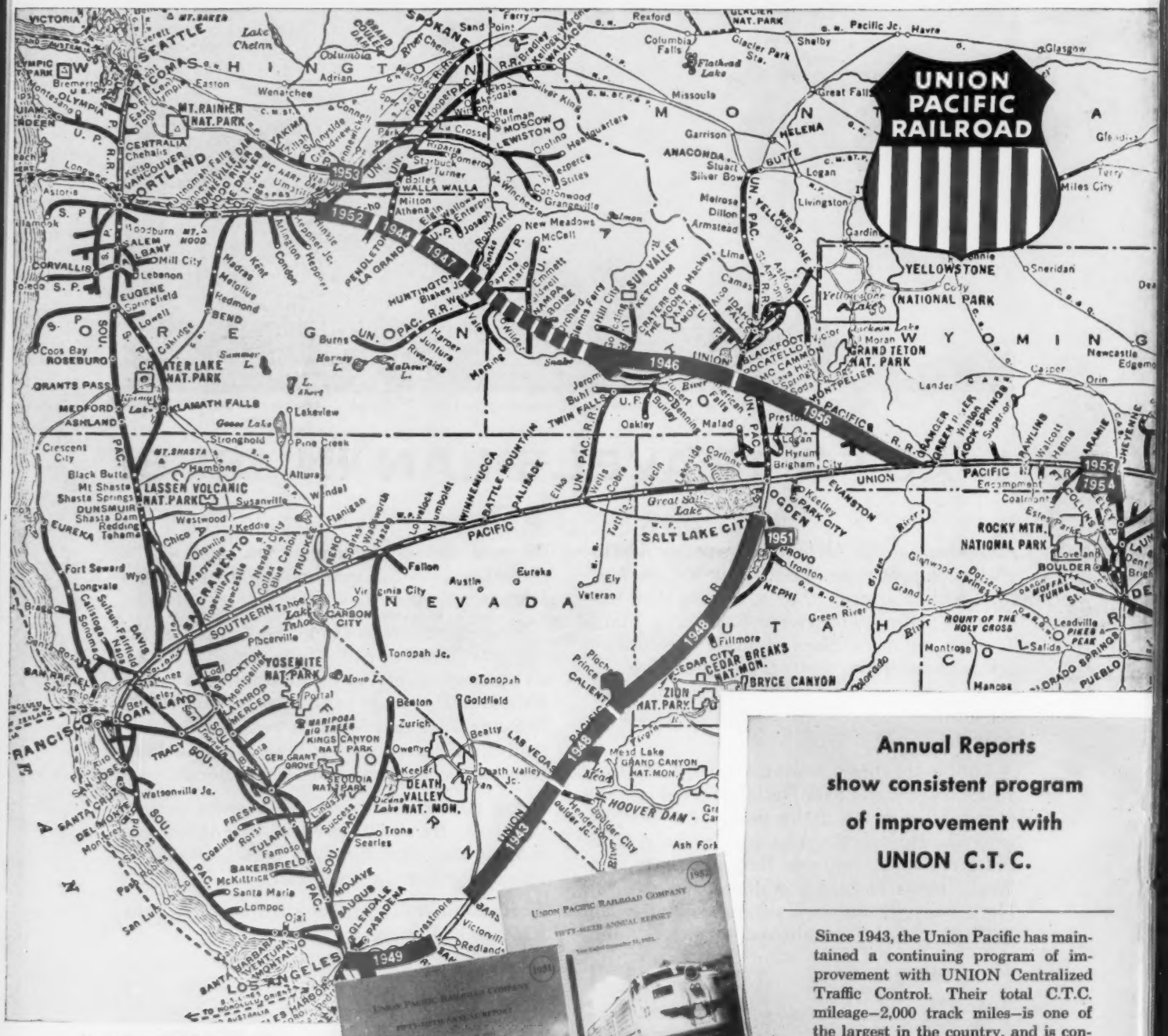
Hertz Rent A Car, 218 South Wabash Avenue, Chicago 4, Illinois.

More people by far...use

HERTZ

Rent a car

Why UNION PACIFIC uses 2,000 miles of UNION C.T.C.


UNION PACIFIC RAILROAD
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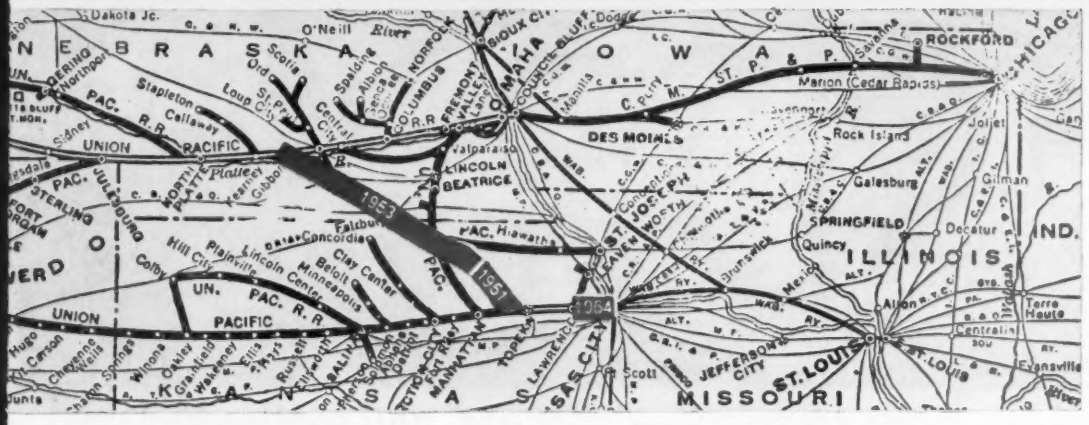


IT IS ECONOMICAL. C.T.C. makes possible single-track operations over long stretches of the Union Pacific's routes, eliminating the need for double track. This results in substantial economies in maintenance and tax costs. It also permits more efficient use of existing equipment.

FREIGHT MOVES FASTER. Because it's possible with C.T.C. to have "rolling meets," all trains get through faster. This is particularly important in mountainous or hilly terrain where any slowdown of heavy freight requires substantially more fuel to build up speed again.

OPERATION IS MORE FLEXIBLE. C.T.C. makes it possible to adjust to sudden increases in the flow of traffic. Trains can be re-routed on Union Pacific lines with no appreciable interference with normal operations.

SCHEDULES ARE MORE RELIABLE. C.T.C. has made it possible to maintain reliable and consistent schedules that build customer good will. Many hours have been cut from former coast-to-Chicago schedules.

TRAIN LOCATIONS ARE ACCURATELY KNOWN. C.T.C. makes it possible for the dispatcher to know at all times where every train in his system is located. This permits much more efficient scheduling of trains out of classification yards.

BETTER-ENGINEERED TRACK LAYOUTS ARE POSSIBLE. In mountainous terrain, there are many engineering problems that can be eliminated because of the flexibility in layout made possible with C.T.C.

UNION traffic control engineers are ready to help analyze the traffic problems for your railroad. Write or call our nearest office for the complete story.

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

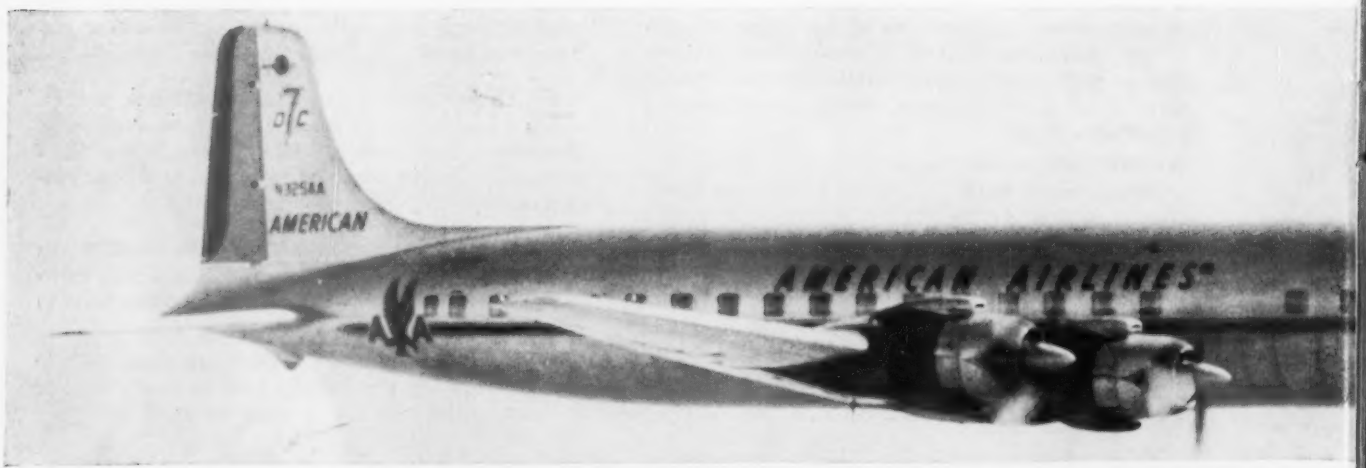
SWISSVALE, PENNSYLVANIA

NEW YORK ..... PITTSBURGH ..... CHICAGO ..... SAN FRANCISCO

An industry

Every year, auto makers change their product and improve their

Experiments have made tremendous changes, and cost reductions,



In transportation, air coach began as an experiment, tried new

must experiment to survive

productivity . . .

in retail selling . . .

markets.

In a period of great challenge to passenger business, railroads are attacking the problem positively but piecemeal—dropping a train here, closing a station there.

Railroad passenger service has been bumping along in its own peculiar recession for more than a decade.

Revenue passenger-miles have shrunk to 26 million from 41.1 million just since 1948. Trains continue to be combined or discontinued. Ownership of passenger-train cars has dropped nearly 10,000 since 1946. Seating and berth capacity has declined by 500,000. Orders for new equipment have withered almost to the vanishing point.

Yet costs still climb without a pause. Railroad after railroad has tried to cut the cloth to the new competitive pattern, but success evades them. Deficits keep rising —1957 set another new high: $723 million.

This is the fix things are in today. The stopgap measures used so far may have helped but the present downward trend remains clear.

Stopping this trend, reversing it, is the crucial problem. The need is immediate. The basic job is to remain in business, and the answer is more vital right now than how many families will travel by train this summer.

That is the thinking behind the proposal outlined in this issue of Railway Age.

The industry must seek and find its proper and profitable niche in the transportation of passengers. Either that, or face ultimate abandonment or heavy subsidy.

The impact of the present situation on the nation's economy is very real. Most of today's intercity travel is on the highways, somewhere around 93% of it. More seems headed in that direction. The result is a weakening of common carrier rail transportation to the benefit of nobody. The potential danger is not just to the individual companies or the industry, but to employees, and their jobs, to communities everywhere, and to the national defense.

Top railroad officers across the country have repeatedly denied they want to get out of the passenger business. Some day they may be forced out if things keep going the way they have been. Obviously they need to find some way to seize the initiative.

Restrictive labor agreements, outmoded state laws and overzealous regulation, and freight-oriented operations must all share blame for why they haven't done so already.

There is still a market to be served. Even in a relatively recessed state, and not including commutation, sales to passengers put $735 million in railroad tills last year. Surely a way will be devised to turn a profit on this kind of cash flow.

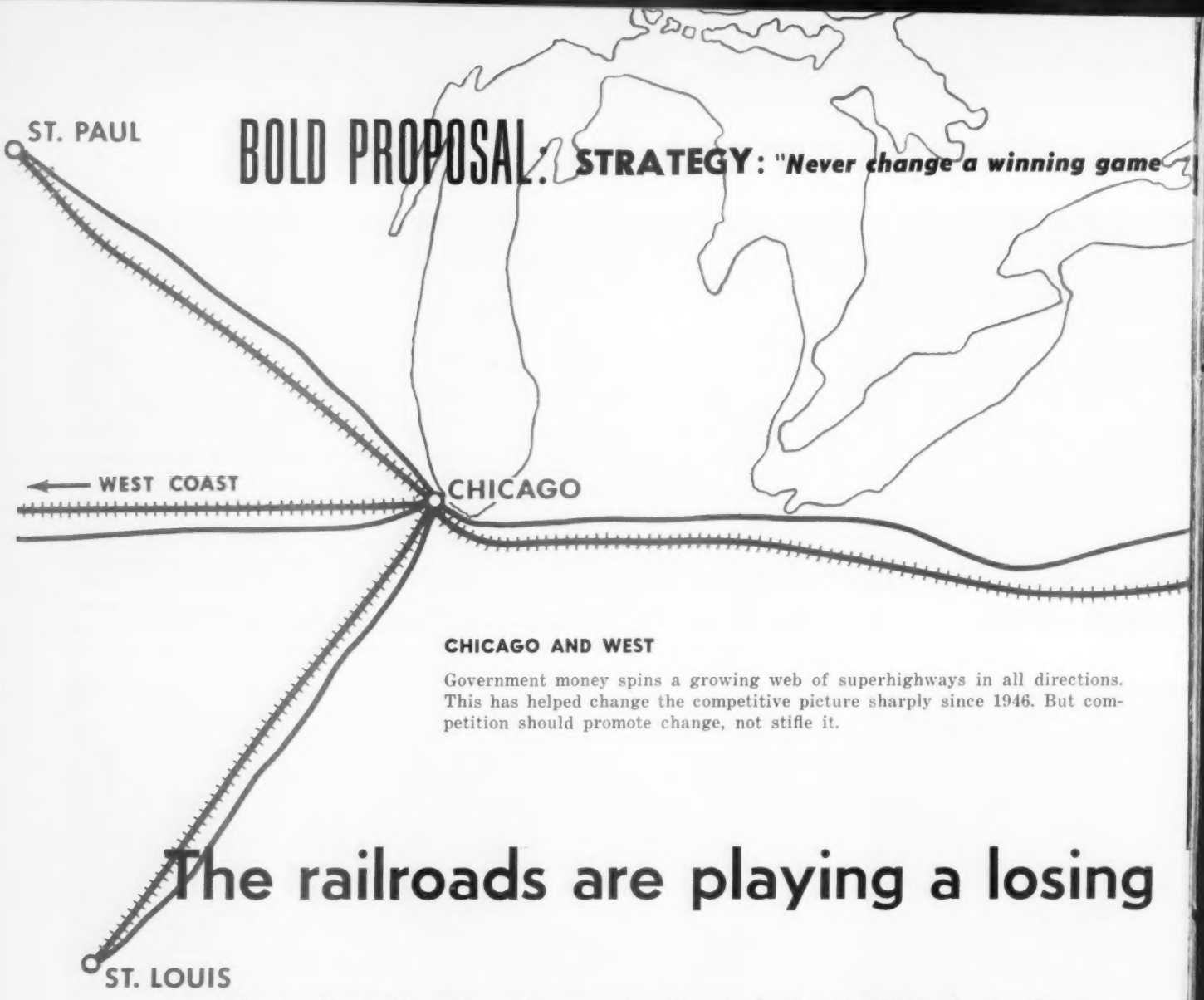
Staking out a new role for railroad passenger service wouldn't be a simple matter, admittedly. The first big need is to create the willingness to experiment—to try ideas entirely new and different, if that's what's called for. No less a task is to sell railroad labor on supporting such a move. Jobs are at stake and a lot of them will be lost unless something is done. Relaxation of state laws, and convincing state regulators that the public interest *includes* the railroad interest, are still a third fact.

All of these are awesome undertakings, perhaps. But if success lies behind a wall of granite, somebody had better get out the blasting powder and get started.

Describing railroad passenger progress in the past year is a short job. Materially, there was little. Behind the scenes, quite a lot. More roads are grappling with their complex passenger problem than ever before.

One thing all roads agree on is the need to restore the right of decision-making to whom it properly belongs: the managers, who have the equipment, the facilities and the desire to make passenger business a growth business. If they themselves strike out with bold new plans in this direction they may succeed. At the very least they will silence the critics who say managements haven't tried.

Here is a BOLD PROPOSAL that the railroads themselves begin to experiment



BOLD PROPOSAL: STRATEGY: "Never change a winning game"

CHICAGO AND WEST

Government money spins a growing web of superhighways in all directions. This has helped change the competitive picture sharply since 1946. But competition should promote change, not stifle it.

The railroads are playing a losing

Admittedly, railroads can't compete effectively for the little feeder lines—but where they're losing is right where they should be winning.

Here's one way railroads might change their losing cards to winners.

Start from scratch. Throw out the old rules and regulations responsible for the red ink and draw a new hand. Base a new passenger service on the same commercial principles that govern every other product on the market.

Impossible? Could be, but we'll never know without trying. The first step is to see just what can be done with a passenger service that has to pay its way or perish.

Set up a controlled experiment on the basis of a service able to tap known markets. Operate as closely as possible under up-to-date merchandising concepts geared to return total costs, including taxes and interest on the investment.

Where costs are not now under control of management, start by using existing costs, and work to bring these in line with the rest. If wasteful labor practices, or taxes, or whistle-stop timetable regulation prices passenger service out of the market, the experimental figures will help put the blame where it belongs.

Sell the service in the market-place. Abandon the fixed price and flexible plant railroads now have. Sell travel on the basis of a flexible price and a fixed plant, as ocean liners do. Set whatever prices are necessary to bring in revenue, so long as total income exceeds total costs.

Let fares depend on demand. The man who pays a premium for a Friday night seat to a hit show will recognize the same principle in buying a Friday night roomette. Off-peak travel, on the other hand, must be encouraged by bargain rates.

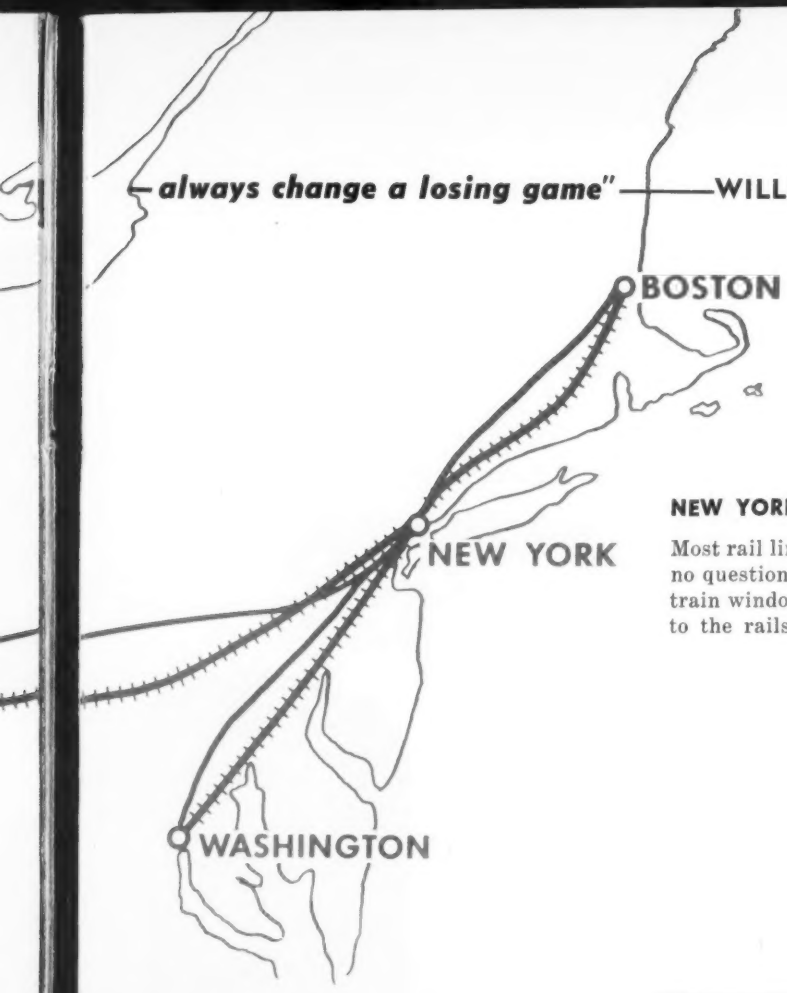
Like the supermarket manager, the railroad passenger manager must be able to capitalize on local situations. Don't saddle Detroit-Chicago fares with a mileage rate developed for Cleveland-Cincinnati business simply because the two areas are about the same distance apart. Develop individual rates to give the best value in individual locations.

Value can be sold—in transportation as in everything else. Rail passenger travel has values the public needs and wants: comfortable, dependable, expeditious and safe transportation at reasonable fares.

On medium distance hauls, 100 to 500 miles, trains are fully competitive with airliners. Up to 1,000 miles, business travel will use sleeper service. For really long distances, luxury cruise trains can be sold for the sheer pleasure of the trip.

Commuter service is also in demand, but this is a separate problem that deserves a separate solution.

The controlled experiment recom-



always change a losing game" —WILLIAM T. TILDEN II

NEW YORK AND WEST

Most rail lines today are paralleled by turnpikes or new highways. There's no question but what people are on the move; you can see them from the train windows. It will take something new and special to bring them back to the rails.

game . . .

mended here could be a single train or a service package for any one of the existing markets. Use existing equipment and facilities. Examine every item of cost for cost-cutting possibilities that won't affect the value of the service. Promote the service widely and give it industry-wide support. Set a time limit on the experiment—a year, say, to prove exactly what can be done—and then let the public decide what it is to have.

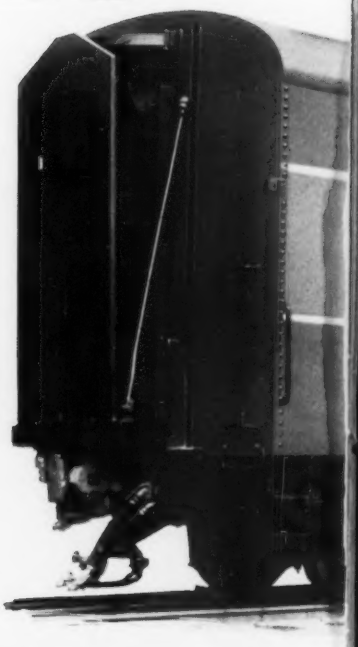
This is not a train to save the industry. A single train won't do it. This is an experiment that will succeed only if it cuts costs 30 cents on the dollar.

The arithmetic of how this might be done appears on page 28. Lining up support needed from labor and government to make the experiment will not be easy.

But, if these are the major road-blocks in the way of a paying passenger service, the sooner they're tackled the better. If the proposal is made to work, not only the railroad team, but everybody, gains.

...yet they're the stronger team

8,222 OPPORTUNITIES TO CUT COSTS



acf ECONOMY

8,222 baggage cars over 25 years old are in service in the United States... when they're not in shops, eating up cash in maintenance and repair charges. The loss is unnecessary: you can get new, mass-produced units from **ACF**, and pay 45% to 60% less than for a conventional baggage car! **ACF** Economy Baggage Cars have been designed, engineered, and constructed for high-speed service with minimum maintenance costs. Their performance is substantiated by previously built units that have operated in high-speed revenue service over the past three years with excellent results. These cars meet all AAR and RPO specifications for strength, and standards of all Class I railroads. When desired, messenger facilities can be easily added. Like all **ACF** production design cars, **ACF** Economy Baggage Cars pay off in savings. Ask your **ACF** Representative for full information. Contact any **ACF** office.

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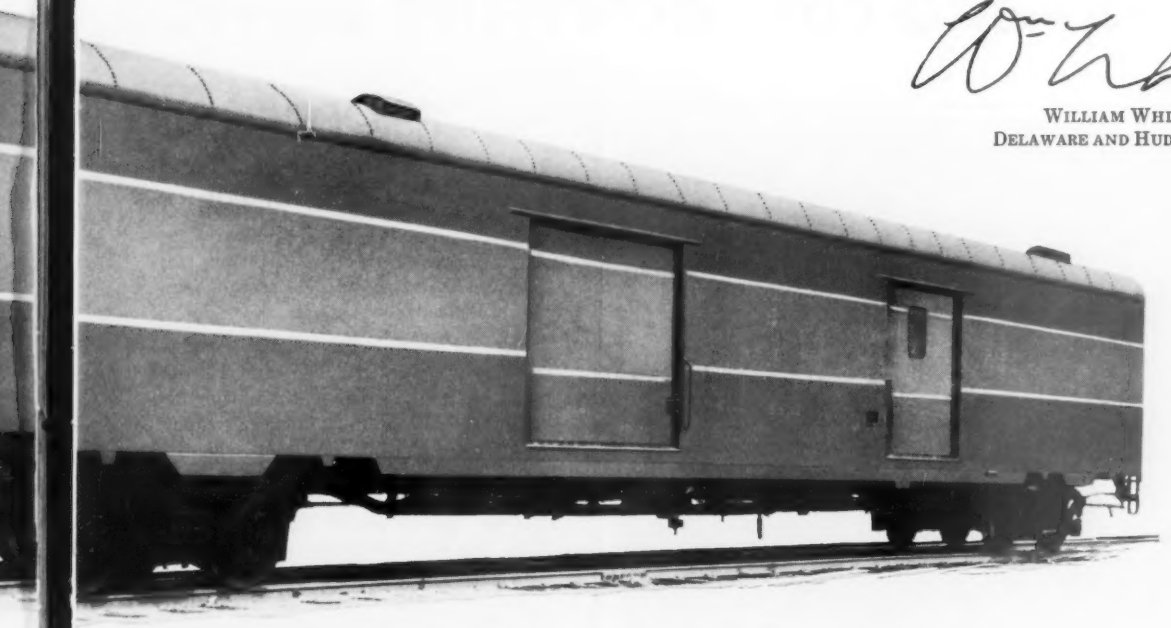
Sales Offices: New York, Chicago, St. Louis, Cleveland, Philadelphia, Washington, D. C., San Francisco.
Plants: Berwick, Pa., Huntington, W. Va., St. Louis.

"The Delaware and Hudson has had 25 acf Economy Baggage Cars in daily revenue service for the past year. These cars have given high quality service and suit our needs in handling baggage, mail and express perfectly. We are pleased with the saving we made by their acquisition."

William White, President
Delaware and Hudson Railroad



BAGGAGE CAR

- **45% to 60% lower price**
- **constructed for low maintenance and long wear**
- **meets AAR and RPO specifications; fully tested in regular service**

acf PRODUCTION DESIGN FREIGHT CARS

CH-29 Covered Hopper Car
CH-41 Covered Hopper Car
B-50-8 Box Car
B-50-15 Box Car
B-40-8 Box Car
19,000 gallon Tank Car

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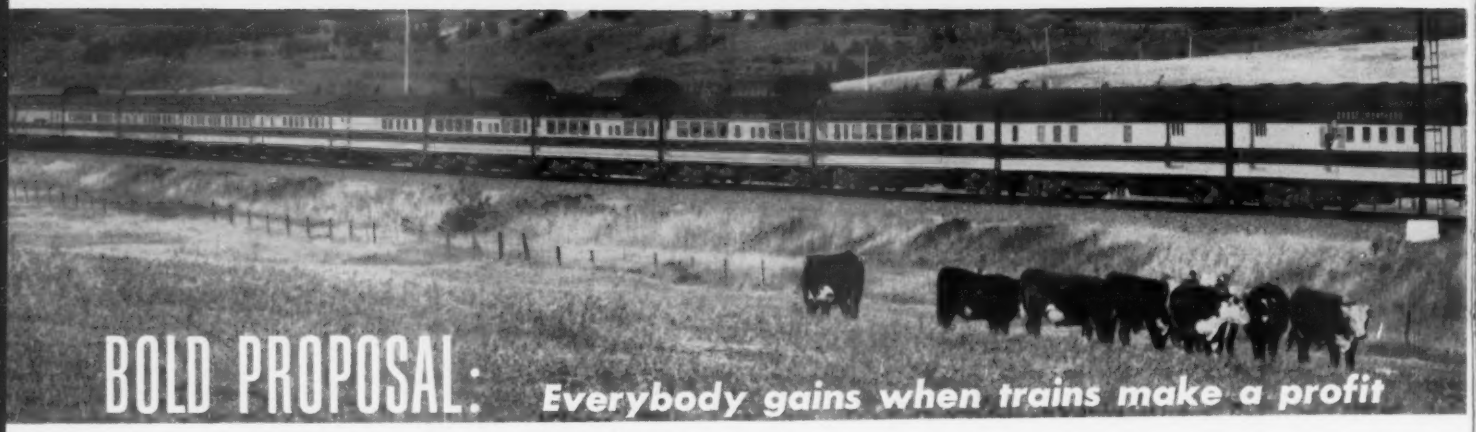
AMERICAN CAR AND FOUNDRY
DIVISION OF ACF INDUSTRIES, INCORPORATED

PRODUCTION DESIGN CARS



BOLD PROPOSAL: *Everybody gains when trains make a profit*

Speed up and cost down the service

NEW
FASTER SERVICE
BUDGET FARES
From Bigtown to Bigtown
You can't ride better . . . you can't travel cheaper
It's smart to take the train—smart and inexpensive. You get fast service at low cost, plus all those extras only trains offer. Next time, for a safe, more comfortable trip, go by rail. You can depend on it.
ONLY $22
BLANK RAILWAY

THE DEAL FOR THE PUBLIC

People want safe, dependable transportation at reasonable rates. The way to get low rates is to help the railroads curb wasteful costs—by allowing them to abandon stations and trains that are losing big money.

Somebody has to pay these wasteful costs, as long as they are incurred. Railroad patrons right now are helping to pay for them in higher rates.

People interested in preserving and improving railroad passenger service will help themselves by cooperating to help railroads serve them better.

THE DEAL FOR

No new facilities or equipment are needed—just a clean break with the past

Here's a hopeful experiment to test conclusively the profit possibilities of railroad passenger service. It's an experiment that can be given a thorough trial with almost no increased expense

No skilled merchandiser would want to take over the railroads' passenger business —if he had to accept the hundreds of trains and stations which can't ever again earn their keep.

But any smart merchandiser would be happy to have the business if he could pick and choose the routes with enough traffic potential to promise him a profit. There are hundreds, maybe thousands, of these.

Picking and choosing the best routes is just what bus lines and airlines have done in selecting the rail routes they parallel. The process of picking and choosing—and pricing and costing for traffic and profit—works for the people who are taking business away from railroads. The same approach should work to attract traffic and profits to the railroads.

There are two facets to the railroads' passenger situation. There's the one everyone recognizes: getting rid of the hopeless money-losing trains and stations. The other facet is that of building up traffic and profits on routes where "potential" exists. This requires skilled pricing, pruning costs sharply, and gearing the schedules to public demand.

—the public, the railroads, the employees.

on one experimental route

THE RAILROAD

It is not a matter of reviving a decrepit business. It is more like starting a brand-new business—with the great advantage that practically no new investment is necessary. You don't have to experiment on a large-scale, system-wide basis, but can do the trying out just on one single route, or one single train. If the experiment succeeds, you can gradually spread it out to other runs—just as the airlines did with their "coach" service.

You first pick out a route where you know there is a lot of "potential." Second, you figure a service pattern that will be both economical to operate and attractive to the public. Then estimate the cost, including a profit margin.

Next, you decide what fare you need to meet the cost. Then, in terms of the existing market, determine whether this fare is realistic. If it is too high, costs must be reduced; if they can't be, no service is possible.

The airlines started with a known plane-mile cost. They found out an $80-fare for a transcontinental haul would attract customers, and whittled their costs down so $80 would show a profit.

The risk was practically nil. It was a case of "heads we win—tails we don't lose." Airlines quickly developed a volume that put them in the big league as mass carriers.

If every passenger-carrying railroad would operate just *one service*, carefully giving it every opportunity to succeed (cost trimming, careful product design, scheduling, and pricing)—the profit possibilities of this service would be established for all time.

THE DEAL FOR LABOR

From bleakness to brightness—that change would come quickly for railroad employees in the passenger side of the business IF—

Employees would cooperate with managements in getting the expense of operating passenger trains down to a basis of maximum economy. In that way the service could be priced low enough to attract customers, instead of driving them away.

Back in 1929, there were 54,000 passenger trainmen and enginemen. At the end of 1957 there were less than 30,000, and the number is still going down—to say nothing of the decline in ticketsellers and crew members such as porters, waiters.

There isn't much future for anybody in a downhill business. Passenger business can be made to grow if all concerned will work together.

Employee cooperation is indispensable—management can't do it all. Nobody should have to work for sub-standard pay—but neither should people who get good pay expect to work sub-standard hours. And excess employees should not be arbitrarily required, beyond the actual needs of the job.

Employees in their own interest should favor elimination of trains and stations that can't earn their keep—because these losses, unless curbed, carry the threat of discontinuance of all passenger service. Employees' future is at stake.

What can be done?

The passenger business is a whale of a big business from the standpoint of gross revenue. It is also a headache for railroad managers, a whipping boy for railroad shippers and a public service somewhere between a convenience and a necessity for passengers. If it is ever to come into its own as a producer of new revenue, either or both of two things must happen. Revenue must go up without raising costs and/or costs must come down without reducing revenues.

THE OPERATING STATEMENT

The figures below are taken from ICC reports for 10 representative large passenger-carrying railroads. They operate every kind of passenger service now available. Operating almost 120,000,000 passenger-miles, they account for more than one third of the passenger deficit. The figures represent totals for the 10 roads, rather than an average for a single road.

1.	Passenger operating costs (acct. 531)	$846,912,000
2.	Tax accruals (acct. 532)	76,734,000
3.	Net income from rents (acct. 541)	cr. 14,904,000
4.	**Total passenger costs**	**$908,742,000**
5.	Total operating revenue (acct. 501)	642,724,000
6.	**Passenger deficit**	**$266,018,000**
7.	Passenger deficit ratio	141.4%
8.	Percentage operating revenue to total costs	70.7%
9.	Passenger train-miles operated	119,384,000
10.	Average total revenue per train-mile	$5.38
11.	Average total cost per train-mile	$7.61
12.	Average loss per train-mile	$2.23

THE TARGET: COSTS LESS THAN REVENUES

Any way you look at it, the passenger problem is largely one of cutting costs. On the basis of the figures shown above, costs will have to be cut $2.23 a train-mile just to strike a balance with revenue. To provide a profit that will attract investors, savings will have to be even greater—about $2.55 for every train-mile. Obviously, this can not be accomplished in a single step or by management alone.

LABOR CAN HELP

For a limited time only—and on one or only a few runs—can all interested parties agree to a bold experiment? An experiment which would call for increased but still not excessive productivity from each employee? A typical crew for a Chicago-New York run made in 16 hours under existing agreements requires over 9 days' pay for engineers and firemen, 6 days' pay for trainmen. A dining car crew of 3 cooks, a steward and 6 waiters works hard during meal hours and represents expensive overhead during the remainder of the trip. A conductor and a Pullman conductor divide responsibility for collecting tickets. A separate porter is required for each sleeping car. Baggage is handled by baggagemen, and mail by mail clerks. Much of the cost of existing crews springs directly from the system of piece-work pay and separation of duties along strict craft lines.

This same train could be operated just as safely and on a more productive basis, paying for hours actually worked.

Proposal: Why not run an experimental train with the minimum labor force needed, on a full-time basis, to provide service that has value for the customers?

In other words, management should seek union and employee cooperation for a limited experiment—the outcome of which might have a beneficial influence on the long-term welfare of all employees.

REGULATORS CAN HELP

Two things are needed: freedom in pricing, and greater freedom in taking off trains, changing stops, and closing stations.

Proposal: On an experimental basis, regulators and organized employees should be asked to give management complete control over a specified service, to see whether they can make it profitable.

This would challenge railroad passenger departments to use economic mass-sales methods and techniques, with selective pricing for each market, based on cost and competitive factors.

SERVICE PATTERNS MUST BE IMPROVED

Schedules and maintenance practices would have to be geared to get maximum use from equipment. The greater the utilization, the less will costs be for equipment and its maintenance.

Proposal: On the experimental service, speed up schedules as much as necessary to provide "optimum" service and to get greater use out of existing facilities.

SEGREGATE HEAD-END LOSSES

Passenger service merchandising can be based only on the needs of travelers—which are not always compatible with mail and express requirements. Like commutation service, mail and express are separate problems and require separate solutions.

Proposal: On an experimental basis, handle mail and express in separate facilities, scheduled to their own needs, wherever possible without added costs.

Costs of head-end traffic would then be easy to separate. Where the Post Office Department calls for special services from railroads, it should pay the full cost, including costs for terminal space and the labor of loading and unloading mail.

TAX AUTHORITIES CAN HELP

Railroad passenger service suffers an intolerable burden—from being taxed so heavily on buildings and other fixed property, which airlines and buses own only in limited amounts or do not own at all. (For example, practically all airports and some bus terminals are government-owned, hence tax-free.)

Proposal: Ask local tax authorities to calculate the taxes on your experimental runs exactly the way they would tax the service if provided by air or highway. Ask them to reduce your taxes experimentally on your experimental service—if they can do so lawfully.

PASSENGER SERVICE THAT PAYS

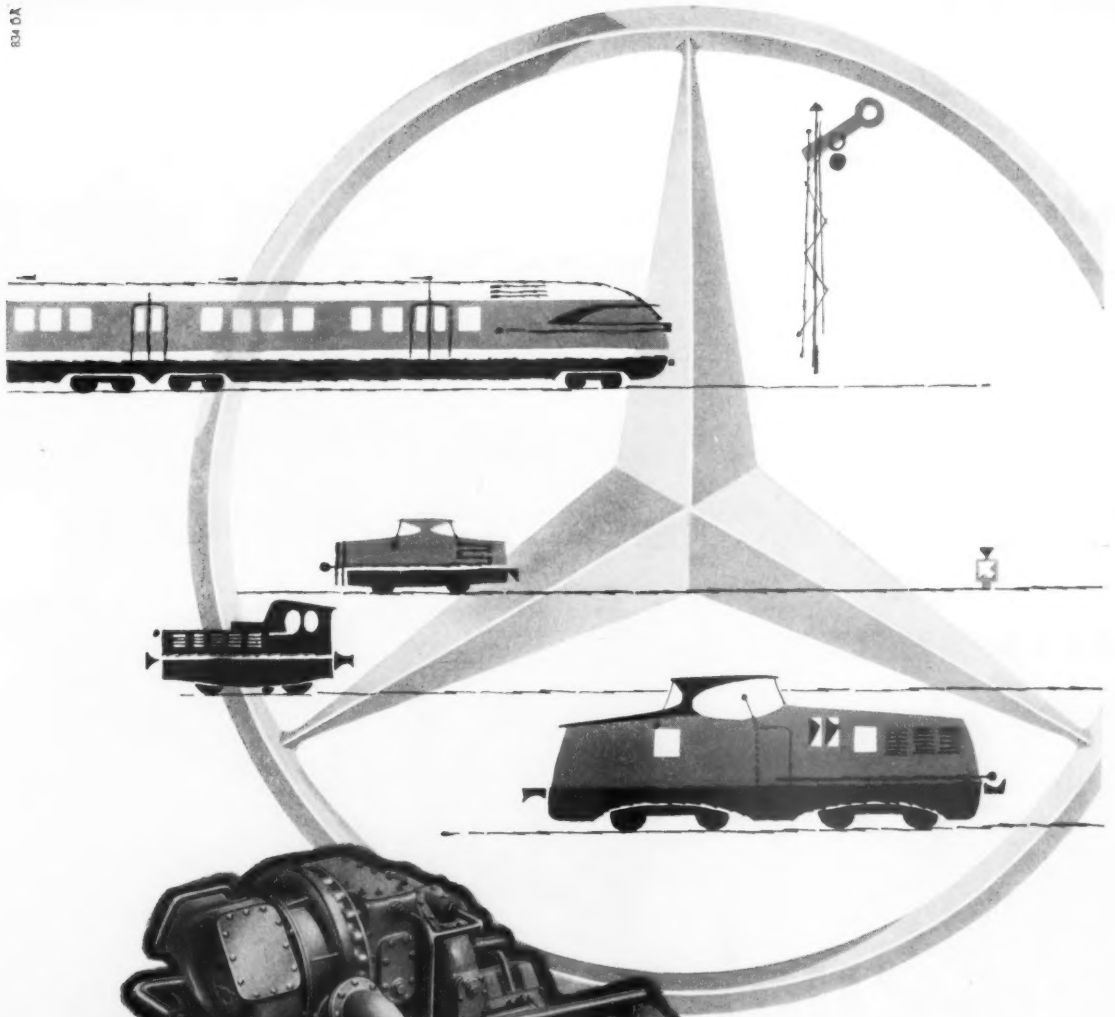
If all these proposals could be put into effect at once on all passenger service the service would bounce quickly into the black ink. Obviously all of them can't be put into effect at once—even on a limited number of runs. Too many factors outside the control of railroad management are involved. However, if we defer action until we get all our remedies in one package, the patient may die.

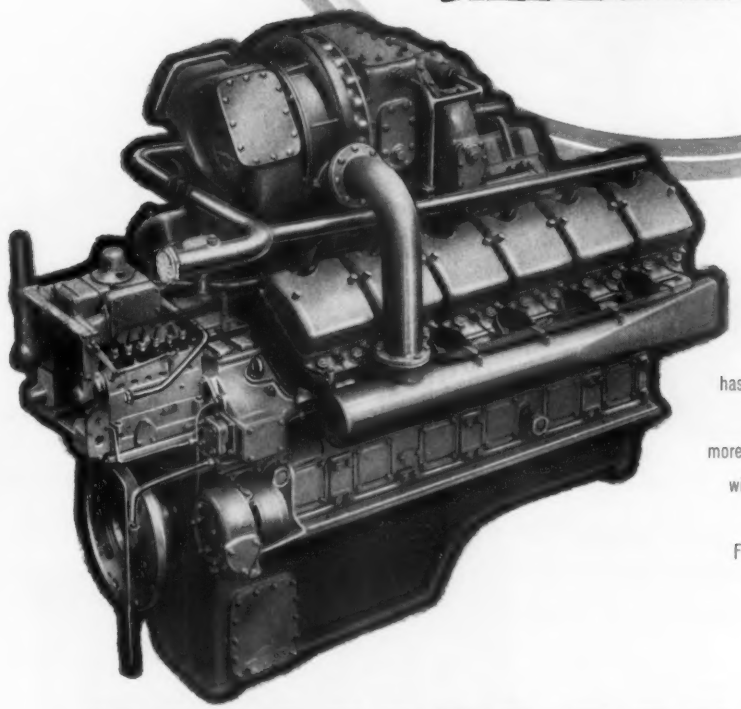
So why not make a start with any of the proposals above—and work to get the rest as quickly as possible?

Labor, management, government, the public—all are equally concerned in finding a way to keep passenger service running. All should be equally willing to try to find a solution.

REMEMBER: "An industry must experiment to survive."

834 6A





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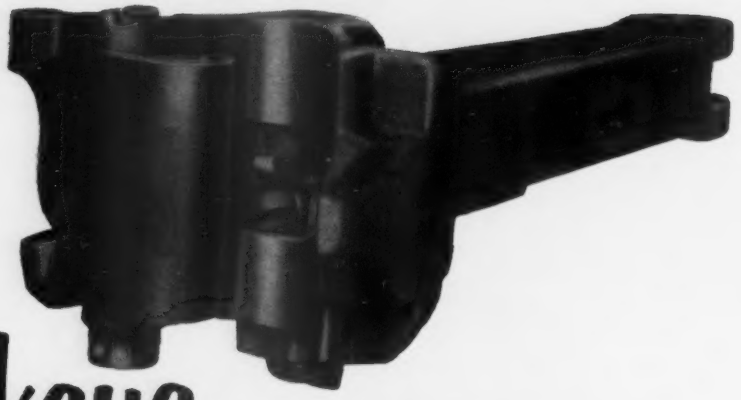

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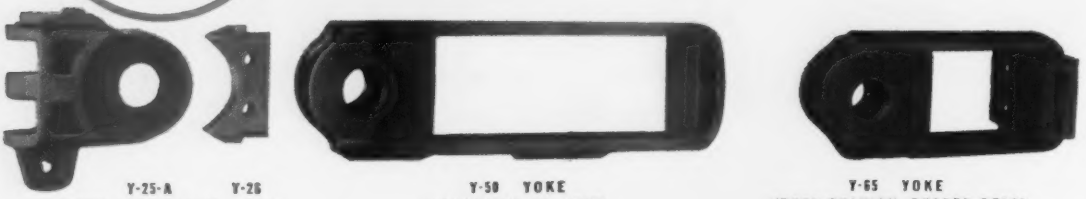

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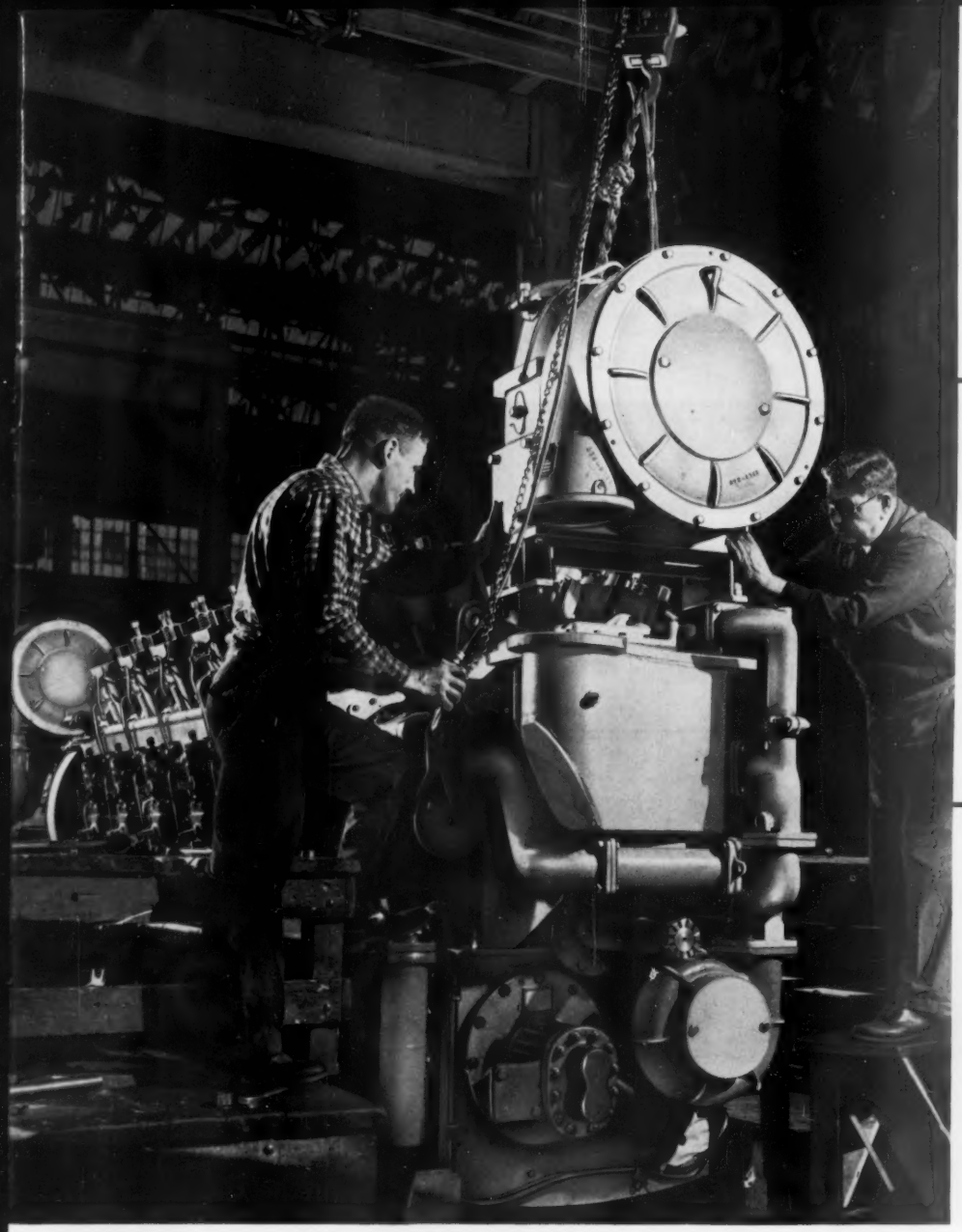

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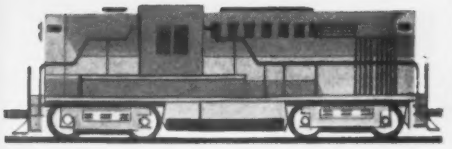

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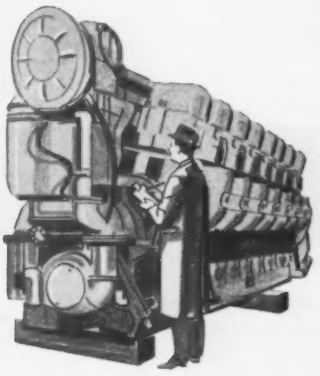

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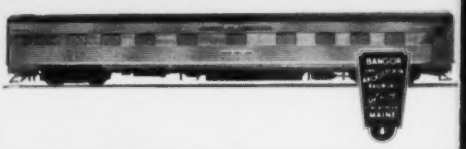
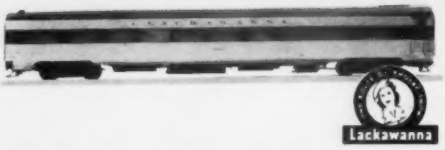
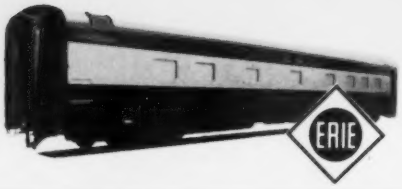
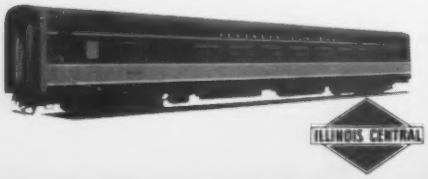
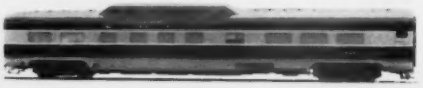


ASK THE ROADS









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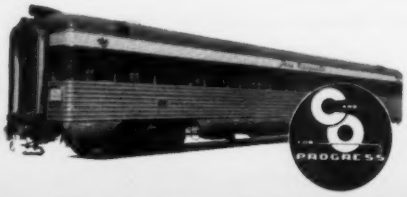

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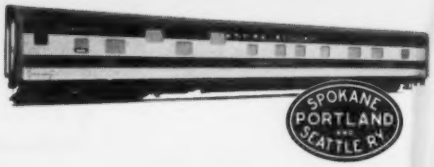

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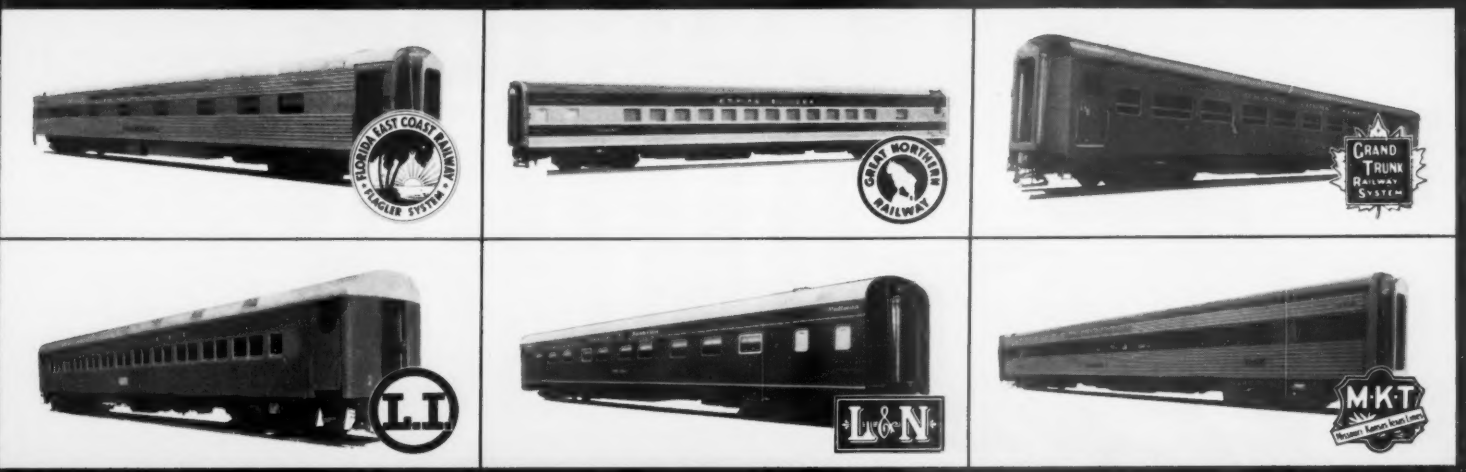
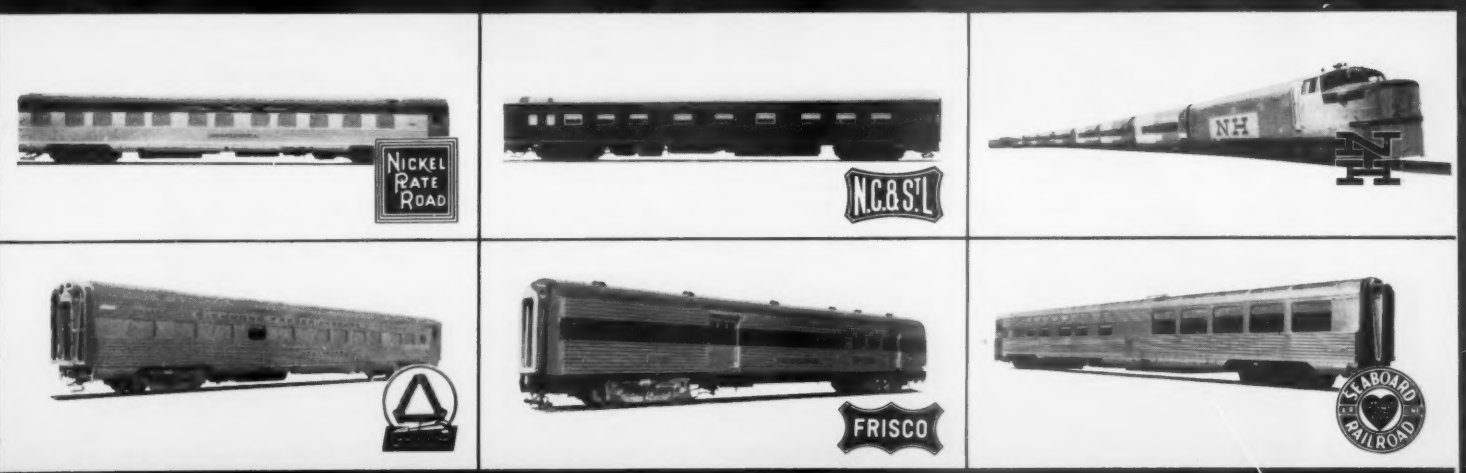


PASSENGER CARS



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In U.S.—No Profit In Mail

Mail-carrying railroads in 1958 are, as one observer puts it, "intelligently baffled." They know where the troubles are. Yet to get by they're having to take half-way measures, even temporary ones. They've been completely strapped in getting any real solution worked out or accepted.

The transportation of mail is costing railroads on the average more than they get out of it. Operating ratios range to better than 130 on some roads. This creates a strain. It has, for example, driven a wedge between railroads themselves. Today they are on two sides of the fence on the matter of rates and how they should be figured.

Late in 1957, southern and western roads got ICC approval of an agreement they worked out with the post office. It established the space-used basis of payment for all their storage mail, and gave the roads a rate increase aimed at boosting mail revenues by about 7 per cent.

But eastern roads, hounded by extraordinary terminal costs, elected to pursue separately their two-year-old case for a 70 per cent rate raise. They say they need that much to return full costs; and they're willing to take their chances on diversion. They also want to continue the "space authorized" system of payment. This Eastern case is still pending.

Whatever happens, and whether the East is right or the other regions are right, the Post Office Department seems to have scored a point. Intentionally or not, it has split the railroads just when they should be welded into a solid front. This has been done, moreover, at a time when the industry's passenger-train deficits are being fattened by mail rates that don't, in many cases, cover full costs. On some roads the mail contribution to the deficit is substantial—averaging better than 13 per cent of it on one group of eastern roads.

Who's to Blame?

Much of the present difficulty, most railroad men contend, can be traced to the Post Office Department itself. They say department officials resist taking a realistic look at what's happened in transportation in recent years. The department is getting a bargain and opposes change.

This point of view naturally gets little sympathy from the post office. There, the emphasis has been to get the mail transported at the lowest possible cost consistent with what the service demands. This attitude, commendable on the face of it, is looked upon by railroad men as shortsighted. If mail haulers can't recoup full costs, plus a profit, for transporting and handling mail, somebody else has to pick up the tab. If the carrier must do so, earnings from other services suffer. Such a policy could prove risky and more expensive in the long run.

Railroads are somewhat trapped in trying to work out such problems unilaterally. Present law doesn't prescribe what the post office needs today—but what Congress said it needed 40 years ago. It was written on the premise that railroads would continue to monopolize mail traffic. They don't. They carry only about 75 per cent of it. Yet such requirements as free transportation of postal employees, provision of station facilities for sorting, protecting and handling mail, movement of mail on trains designated by the Postmaster General, and the overriding requirement to handle all mail offered—these remain in effect. Their cost to railroads is disproportionate to their value to the post office.

Railroad mail operations are not confined to furnishing and running cars from terminal to terminal. Services at either end of a run are complex and detailed. Railroad employees classify, route, load, transfer, unload and reclassify mail. It is this handwork that costs money—in some instances up to 25 per cent of the total mail handling expense. And with labor costs bulking so large in mail operations, wage increases hit it all the harder.

The post office can and does contend, of course, that it has been sharply aware of transportation changes. Arguments are marshalled: a lot of mail that once moved by rail now goes by highway. Piggyback service is being used to some extent and its fuller use is being studied; more bulk mail will begin moving that way this year. For four years the department has been running a close-mouthed experiment, flying three-cent mail between a number of cities.

A railroad officer with intimate knowledge of the mail situation is apt to cite these very things, too, for different reasons. The post office is, he will say, erratic. It changes policy quickly and radically. How can railroads, for example, mechanize their way out of ravenous terminal costs when the department keeps talking of moving more post offices to the suburbs? How can roads plan intelligently when

(*Continued on page 91*)

In Europe—New Ideas Are Tried

U. S. railroads have no monopoly on mail transportation problems. European roads have trouble, too—the same fundamental one of making ends meet. Approaches to the problem vary from one country to the next, but the French National Railways (SNCF) is typical of many. Here are high lights of their setup:

The post office maintains offices in stations at its expense and according to its needs.

Rolling stock is owned by the post office. It maintains car "bodies." The railroad maintains running gear on the cars, and charges the post office for expenses incurred.

The railroad transports mail in passenger trains, or, whenever traffic is sufficient, in special trains on passenger schedules.

On branch lines, or where full cars aren't required, the railroad assigns one, two, or three passenger compartments to mail. In such cases, payment is by compartment-mile.

Railroad employees do not touch mail bags; postal employees handle it all. A fixed amount of time is allowed for handling at each terminal. If more time is used, the post office pays a penalty for each minute lost. Penalty rates vary with type of train—express or local.

Mail facilities at terminals, or for handling mail in transit, are provided by the post office. This is true for both storage or RPO-type cars.

Decision whether mail is to go by rail or air is up to the sender. Air stamps are more expensive.

Any mail sent in the evening is distributed anywhere in France the following morning. Each post office has a board mentioning the time limit to catch the last train for the various destinations.

ENGINEER'S FIELD REPORT

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Farr Co. supplies impingement-type air filters, oiled with Chevron Filter Coat, to nearly all major railroads. A leader in air filtering, Farr has used Chevron Filter Coat (formerly Calol) exclusively for three years, since product was introduced.

Farr's Director of Research, S.F. Duncan, recommends gel-structure oils like Chevron Filter Coat because they improve filter efficiency. Other users report Chevron Filter Coat increases filtering efficiency as much as 50% over oils they previously used.

A heated centrifugal oiler of their own design (above) applies Chevron Filter Coat to all Far-Air filters just before they are packed for shipment. Filters are immersed in heated oil for 30 seconds, then raised and spun at 300 rpm for a minute to remove excess oil.

Why Chevron Filter Coat ups efficiency of air filters

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What's Happening to Express?

The ICC lays a big chunk of the passenger service deficit—about $57 million a year—at the door of headend express. The remedy is simple but it will take a lot of doing: get the Post Office out of the freight business.

The express business, once a source of fat revenues for the railroads, today is up to its center-sills in red ink.

Nearly 9 per cent of the railroad passenger service deficit—around $57 million a year—is attributed by the ICC to headend express.

Here are the hard facts:

► Total railroad l.c.l. shipments handled by the Railway Express Agency dipped from 189.3 million in 1947 to 80.7 million in 1956.

► REA's l.c.l. revenues plunged from $399.5 million to $341.9 million during the same ten-year period—in spite of 11 rate increases.

This shrinkage took place during a period of unparalleled economic growth for the nation as a whole.

As a result—

► More than 40,000 express employees have lost their jobs.

► The nation's distribution processes—heavily dependent on REA's 400,000 miles of rail, highway, water and air routes—are in jeopardy.

What went wrong?

Has Railway Express been asleep on the job? Has it priced itself out of the market?

Has the need for a privately run express service—now in its 120th year—vanished?

The answer to all of these questions is "No."

The problem is starkly simple:

Railway Express is competing with the U. S. government for freight business.

The Post Office's parcel post service is in that business in a big way—carrying primarily not the packages of individuals, but the "freight" of large shippers.

Because taxpayers have been willing to pick up a parcel post deficit that REA calculates has already run to nearly a billion and a quarter dollars, the Post Office can—and does—undercut all competitors.

For example:

Railway Express charges $4.65 to carry a 20-pound parcel from New York to Rock Springs, Wyo.; $5.50 to carry the same parcel to San Francisco; $6.79 to carry it to Honolulu, Hawaii; $7.91 to carry it to Anchorage, Alaska. On top of this, the agency has to collect a 3 per cent transportation excise tax from its customers.

These kinds of rates produce a deficit.

But the Post Office will carry the same parcel to any of those four places for a flat $3.75—and no excise tax. *These rates produce an even bigger deficit—but it's covered by the U. S. Treasury.*

If you were a shipper, which service would you buy?

In 1951, Congress made an effort to get the Post Office out of this heavy freight business—by reducing the size and weight limits of parcel post under certain circumstances.

As a result, a number of shippers went back to Railway Express—and express payments to the railroads immediately rose by $50 million a year.

It was a stab in the right direction—but only a stab. The old "freight-size" limits of 70 pounds, 100 inches still apply when the origin or destination of a shipment is one of the nation's 33,000 second, third, or fourth class post offices, or rural routes.

And shrewd shippers have been able to climb back on the taxpayers' dole by breaking up their shipments into smaller packages.

Can the railroads long afford to compete with the government for express traffic?

Pennsylvania Railroad President James Symes doesn't think so. He has told Congress bluntly that if parcel post isn't limited to small packages, "the Post Office should take over the Railway Express Agency and eliminate costly duplication of service."

Such an eventuality would cost the taxpayers additional billions. It would add to the $30 million a year in interest REA claims the government is already paying on the parcel post deficit.

The Railway Express answer to Post Office competition has been anything but defeatist.

Besides conducting a hard-hitting campaign to win public support for a fair and sensible parcel post yardstick, the agency has worked tirelessly to cut its own costs and make its service more attractive. It has made solid strides in:

► Modernization of facilities. REA has spent $50 million in the last five years on improvements—$26 million for over 8,000 trucks; $21.5 million for 1,000 new refrigerator cars; close to $5 million for new materials handling equipment.

► Market research. REA was one of the first transportation enterprises to use scientific sampling in rate studies. One

Needed: A Taxpayers' Rebellion

"In spite of the fact that the threats to our continued existence as a private enterprise common carrier were never greater, I would say that the long-range prospects of Railway Express are quite good.

"I think our future is ultimately secure for this reason: there's no other transportation company that can do all the things we can do. As for government competition, we can only hope that common sense will prevail—and that the taxpayers will soon rebel against paying the freight costs of certain large business enterprises."

—A. L. Hammell, president, Railway Express Agency.

Welcome to the new dining car on NP's Vista-Dome North Coast Limited.

"Right this way, folks"

What sounds good? Select prime boneless sirloin? Grilled choice lamb-chops? Don't forget to save room for Northern Pacific specialities like the Great Big Baked Potato and fluffy individual lemon meringue pie!

You'll feel right at home in these attractive new diners on NP's famous Vista-Dome North Coast Limited. Soft seats, soft music, wonderful scenery and service. On the popular Mainstreeter, enjoy newly re-styled lightweight diners. No wonder passengers always look forward to "First Call" on NP trains! For a free copy of the colorful "Northwest Adventure" travel booklet, write to G. W. Rodine, 412 Northern Pacific Railway, St. Paul 1, Minnesota.

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Route of the
MAINSTREETER and Vista-Dome NORTH COAST LIMITED

result has been selective rate adjustments that have won back much lost traffic.

► Diversification. REA's new World Thruway Service started from scratch in 1956, today links 23,000 communities in the U. S. with nearly every free country in the world. It is already grossing $3,000,000 a year. The agency's Air Express service—part of its coordinated transportation package—has more than doubled its revenues in the last ten years.

► Labor saving devices. Latest example: a $200,000 electro-automated sorter-conveyor at Long Island City, N. Y., that will pay for itself in two years. (Wages account for 80 per cent of REA expenses—but significant savings in mechanization are often impossible, due to the fact that a relatively small number of persons are employed in any single express operation.)

In spite of this vigorous activity, the tide of red ink still swirls around what REA President A. L. Hammell calls the agency's "bread-and-butter" traffic—rail l.c.l. express.

Pointing out that the agency is a joint facility of the railroads, Mr. Hammell says frankly:

"Our greatest challenge—and our overriding responsibility—is to try to increase the compensation received by railroads from the express business.

"The money left after our expenses are deducted from the gross revenues represents the only compensation received by railroads from this part of the passenger service.

"We are now giving our carrier roads in the aggregate about 30 cents out of every REA l.c.l. revenue dollar. It's not enough."

Is there any immediate prospect of wiping out this deficit?

"No," says Mr. Hammell. "I don't like to be pessimistic, but I do want to be realistic. I don't see what more we can do in a substantial way at the moment to reduce the deficit."

He is clear, however, on what the government can do:

Restore the original 11-pound limit on parcel post. He knows that this won't come easily.

"It's hard enough to keep the small gains we have made. In the Congress now there are bills which would put more freight into the mail. There is a lot of pressure to repeal the 1951 bill."

It's a question, again, of who squeaks the loudest.

So far, a handful of big shippers have done most of the squeaking—and have gotten most of the grease.

Maybe it's time for all railroaders to join in a campaign to outsqueak those who pose a threat not only to the express business—but indirectly to the whole future of railroad passenger service.

REA MOVED INTO international express field in 1956 with World Thruway Service.

Railroading After Hours with Jim Lyne

UNION COOPERATION—Noting my reference here to a courtesy poster published by the Brotherhood of Railway Clerks, President George Harrison has kindly sent me another poster in that B of R C series, and 3 others which enjoin employees to prevent loss and damage by proper loading.

I persist in my belief (maybe it is wishful thinking) that there are a lot of constructive contributions to better railroading that organized employees would make, if encouraged to do so. They have as big a stake in railroad industry prosperity as do the owners.

SECRET PERSUADERS—I've been hearing a lot of talk lately about these "hidden persuaders"—ad men and public relations whizzes who are supposed to be able to sell ideas and merchandise, without the victim's even knowing what caught him. I heard a railroad public relations officer heatedly deny the other day that he was one of these menaces to public welfare.

"I'm certainly not hidden," he said, "and sometimes I feel I'm not too hot a persuader either." Hidden persuaders may be a national peril, but above-board explainers aren't.

STYLES IN TRAVEL—Of all people, an aircraft manufacturer told me the other day that he thought a great deal of air travel is being engendered—not by relative merit but because so many people now consider they have to fly to keep up with the Joneses. Another instance of motivation by "hidden persuaders." There's no doubt about it that a large percentage of retail purchases are irrational—caused by something besides the product's value.

Some railroads used to enjoy a lot of passenger patronage because people accepted them as "the way to go." Some railroads still benefit from such acceptance. There are doubtless many places where this motive could again be made to work for the railroads. It's all a question of finding out, first, whether it's *possible* to make hauling people a growing and profitable service.

INEXPENSIVE RECOVERY—I had a phone call from one of the big personalities in railroad finance—full of enthusiasm for the articles we have published on railroad advertising—and suggesting that it be a little less modest.

This man's opinion is that there's more business recovery to be had in giving the railroads a fair shake—than in all the billions proposed to be spent for public works. And the recovery promoted by railroad revival wouldn't cost the taxpayers a cent. They don't have to *give* the railroads a thing, except a little equitable treatment.

There isn't any subject around the railroads which is any more controversial than their advertising and public relations efforts. So not everybody will approve everything we print. But you never get the best answers if you never ask any questions—so we thought we'd ask a few. And toss out an idea or two that came our way.

WABASH REPORTS BLUE BIRD'S EIGHT SUCCESSFUL YEARS

Budd-built, stainless steel,
Blue Bird. Consist: Four dome cars,
parlor lounge, coffee shop, diner, and cocktail lounge.

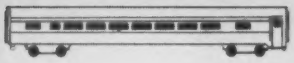
In Blue Bird's first year, 1950, it increased patronage over the train it replaced by 60%. Passenger revenue per train-mile increased 65%.

Since then, bucking the trend, it has increased traffic every year, and, in spite of greatly increased costs, exceeds out-of-pocket expenses by a substantial margin.

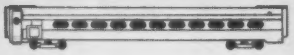
Passenger traffic personnel are of the opinion that the train has reattracted some passengers who formerly used other means of transportation.

In addition, Blue Bird has provided solid evidence that "They ship as they ride". Typical of many, one shipper stated that as a result of his trip he was instructing his personnel wherever possible to route freight of his company over the Wabash, and also notified his suppliers to route via Wabash.

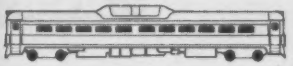
In its timetable and in national magazine advertisements, Wabash asks the question: "Do travelers still want railroads?" And answers: "Yes, they do, the Wabash believes, when they're provided with the right



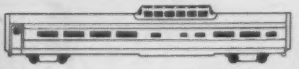
MODERN COACHES,
DINERS, SLEEPERS



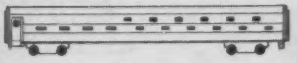
PIONEER III
ADVANCED DESIGN



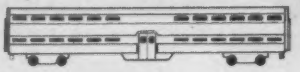
ALL-PURPOSE
RAIL DIESEL CAR



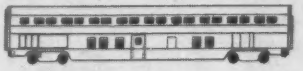
DOME COACH



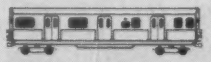
ALL-ROOM
SIESTA COACH



DOUBLE-DECK
COMMUTER CAR



HI-LEVEL CAR



RAPID TRANSIT CAR

kind of service and equipment . . . when their patronage is welcomed . . . when they are well treated."

Wabash follows the formula for passenger-carrying success that has paid off over and over again. Here it is:

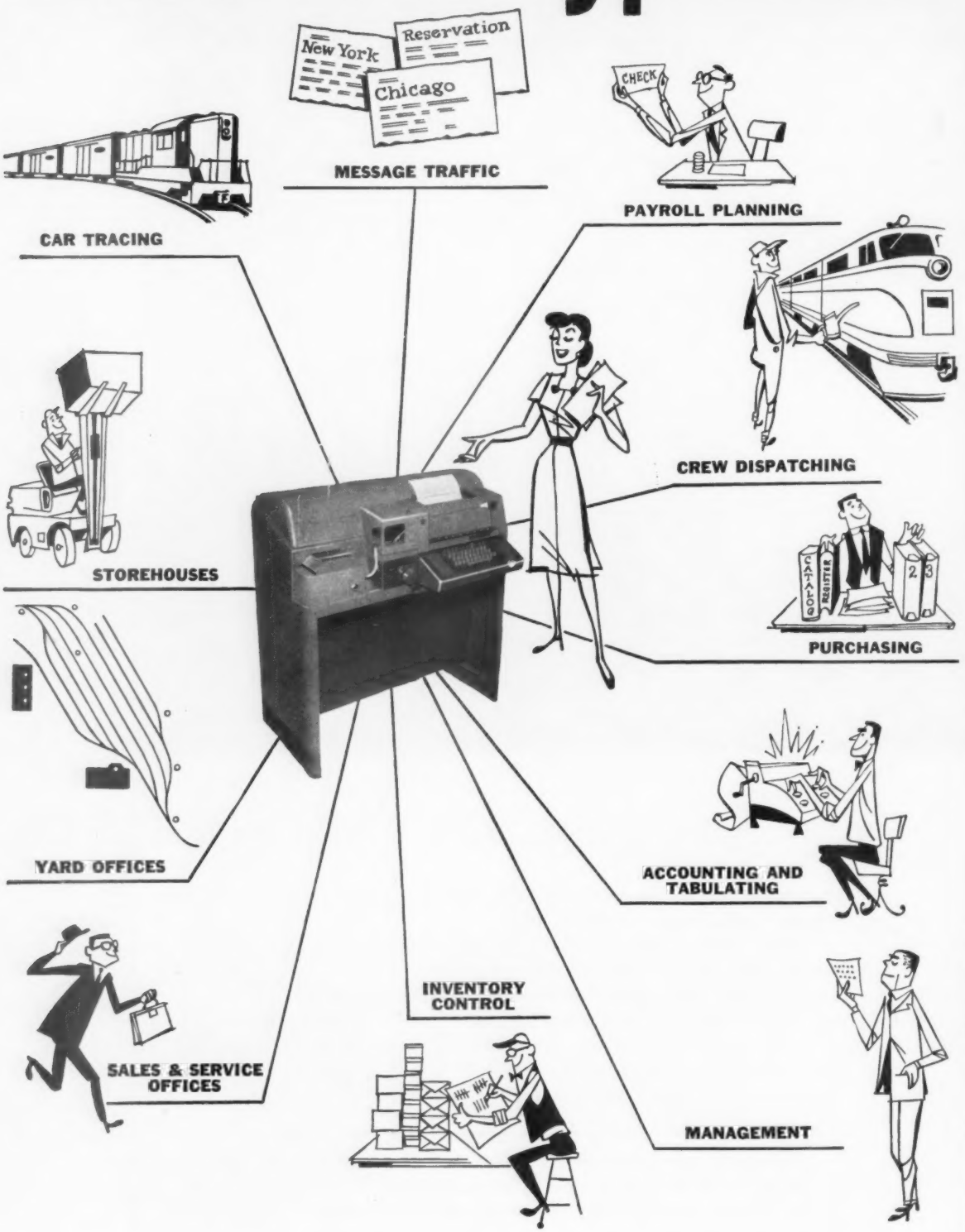
1. Sound equipment with strong passenger appeal
2. Convenient, frequent schedules
3. Economical fares
4. Vigorous promotion
5. Courteous service

It is time to reject the erroneous belief that carrying passengers has to be a losing business and that the only remedy for losses is abandonments. There are too many examples proving that this is simply not true. Where losses exist, other remedies may be applicable. We are prepared to help to supply them.

THE BUDD COMPANY, PHILADELPHIA 15

Budd

New Teletype Set



ties them together

At 100 words per minute

New Teletype Model 28 ASR Automatic Send-Receive Set . . . for your communication and data processing needs.

Here is a "packaged" set—a single, compact console with a complete array of facilities—designed to serve as a center for your road's message traffic and control systems. It is also an ideal base for your paperwork simplification plans.

The Model 28 ASR provides facilities for typing . . . tape punching . . . tape transmission . . . tape reception . . . sending and receiving page copy on message paper or multi-part business forms . . . tape as a by-product of both transmission and reception . . . plus a built-in remote control system. Highly versatile, the ASR can be customized especially for your road's requirements.

Can be operated off-line like a typewriter for preparing documents and punching tape—but at the flick of a switch it becomes an on-line telegraph instrument for transmitting data, speeding message traffic to one or more destinations.

The Teletype Model 28 Automatic Send-Receive Set is NEW in every way.

New Features, New Flexibility. Feature-packed for both communications and data processing. The Teletype Model 28 ASR offers NEW approaches to simplifying work in many areas:

(a) for the first time, *all* your punched tape can also have typed characters, for easy reading and handling;

(b) the "robot brain" Stunt Box provides a high-capacity built-in system for selective calling, remote controls, a host of other needs;

(c) facilities are provided for translating electronic impulses from business machines into printed messages for office use or transmission to other locations.

New Speed, New Capacity. Direct keyboard or automatic transmission from tape at 100 words per minute. This means message traffic, documents, accounting data, car location reports, etc., can reach their destinations 66% faster than over circuits operating at 60 w.p.m. . . . it means a 66% gain in the utilization of your lines and transmission facilities . . . actually a 66% gain in the volume of work that can be handled.

New Compactness. Never before so many facilities in so small a space. Console measures only 39 inches high, 36 inches wide, 18½ inches deep, with keyboard projection of 4½ inches.

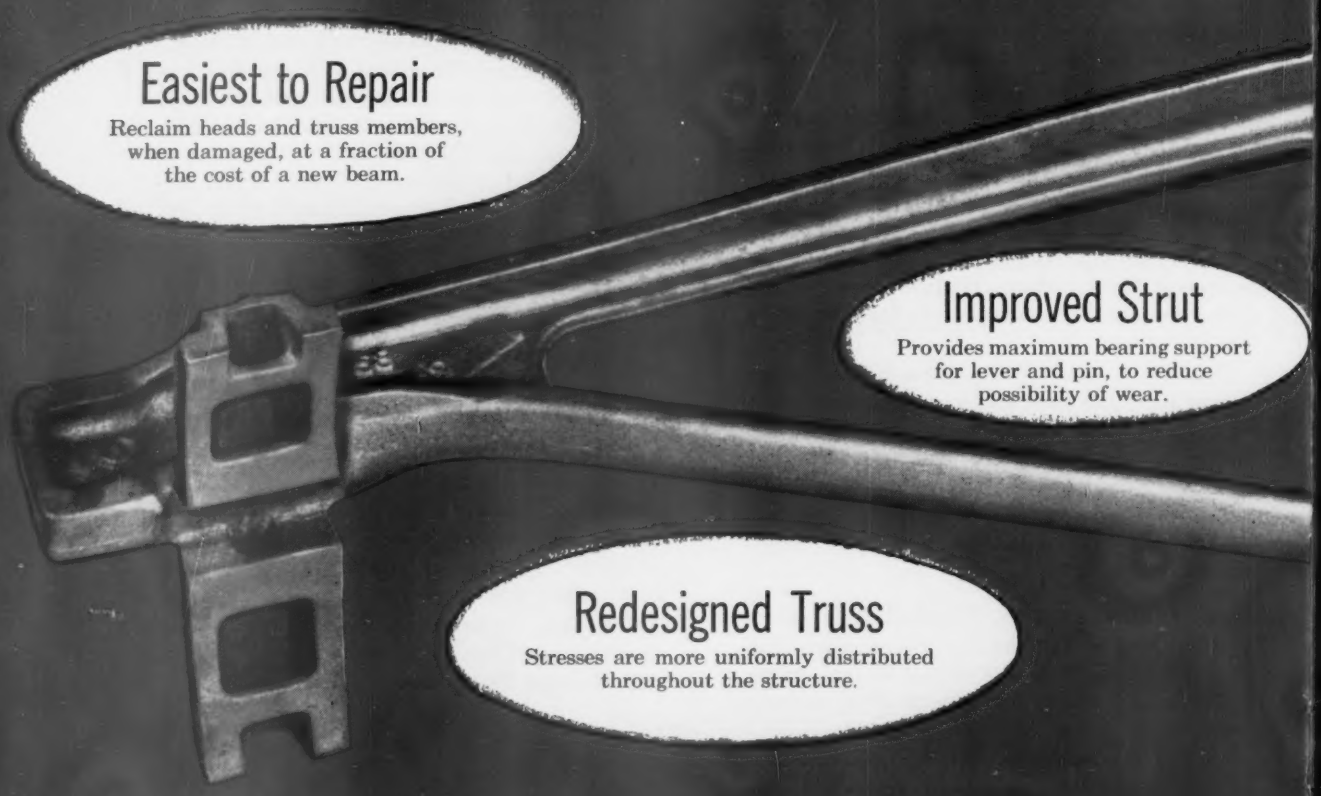
Requires less maintenance, too. Designed, like all Teletype equipment, for dependable "round-the-clock" service; the Model 28 ASR is equipped with all-steel clutches that need oiling only twice a year, plus other features that assure low maintenance. This is important to operating efficiency whether you prefer to buy or lease your Teletype equipment.

For more information, write to Teletype Corporation, Dept. 41E, 4100 Fullerton Avenue, Chicago 39, Illinois.

TELETYPE®
CORPORATION
SUBSIDIARY OF *Western Electric Company* INC.

New and better...

1958 ASF No. 18



Easiest to Repair

Reclaim heads and truss members, when damaged, at a fraction of the cost of a new beam.

Improved Strut

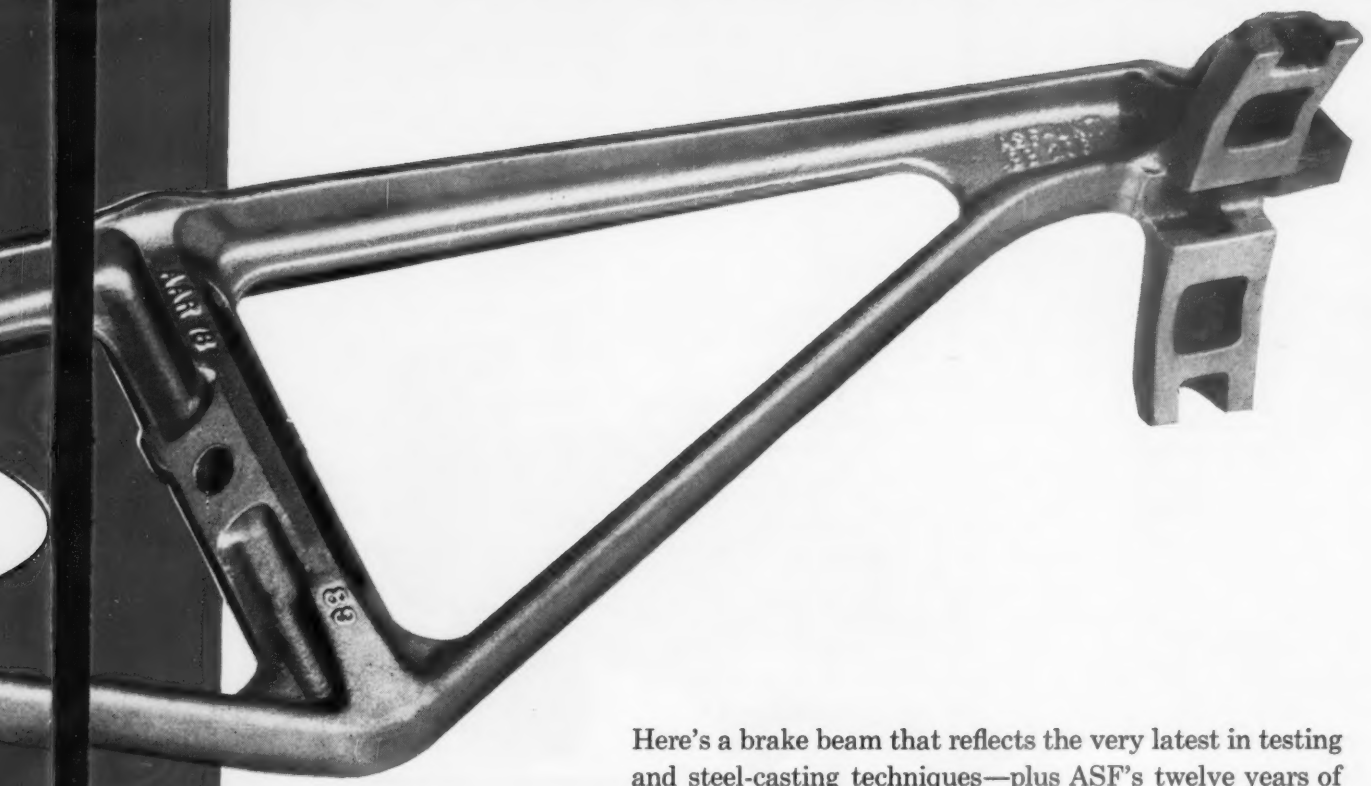
Provides maximum bearing support for lever and pin, to reduce possibility of wear.

Redesigned Truss

Stresses are more uniformly distributed throughout the structure.

For HIGHER safety margins...
at LOWER operating costs...specify .....

Cast-Steel Unit Beam



Here's a brake beam that reflects the very latest in testing and steel-casting techniques—plus ASF's twelve years of service experience with this type of beam. Like its predecessor, this new beam is built to stay on the car and out of the scrap pile . . . except that the new design will give you even *better* performance.

ASF

CAST-STEEL UNIT BRAKE BEAMS

AMERICAN STEEL FOUNDRIES

Prudential Plaza, Chicago 1, Illinois

Canadian Sales: International Equipment Co., Ltd., Montreal 1, Quebec
Other Foreign Sales: American Steel Foundries, International, S. A., Chicago.

GEARED TO PROGRESS
P R I
MEMBER

What more could we say?

R-C MOTOR LINES-INC.
Express Service

GENERAL OFFICE 2300 LAURA ST.
POST OFFICE BOX 2501
JACKSONVILLE, FLORIDA

February 26, 1958

Truck Refrigeration Service, Inc.,
2111 West Beaver Street,
Jacksonville, Florida.

Gentlemen:

We are pleased to inform you that the Tropic-Aire/Carrier 91G5 model truck refrigeration unit you recently delivered is doing a fine job for us.

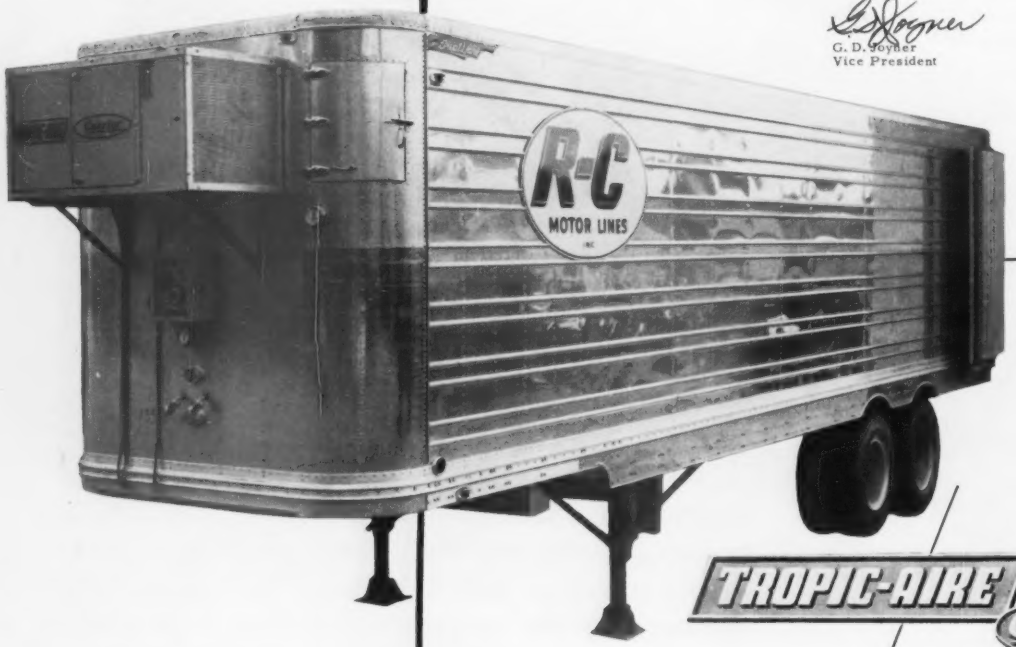
This, together with the 69G5 models we have previously purchased from you, gives us a total of six Tropic-Aire/Carrier units now operating in our fleet. We have found them satisfactory in every way, economical to operate and superior in refrigeration qualities.

From the experience we have had to date with these units, we anticipate the addition of more of them in the future.

Yours truly,

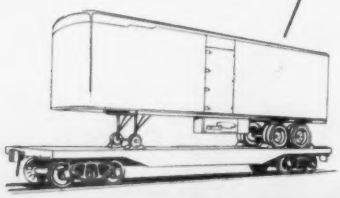
R.-C. MOTOR LINES, INC.

G. D. Goyner
Vice President



TROPIC-AIRE Carrier

MOBILE REFRIGERATION / AIR CONDITIONING



McGRAW EDISON

McGRAW-EDISON CO., Clark Division 5201 W. 65th St., Chicago 38, Ill.

*"Tropic-Aire—Carrier" is a trademark of McGraw-Edison Co., Chicago. Copyright 1958 by McGraw-Edison Co.

The Right Approach to a Colorado or a California Vacation

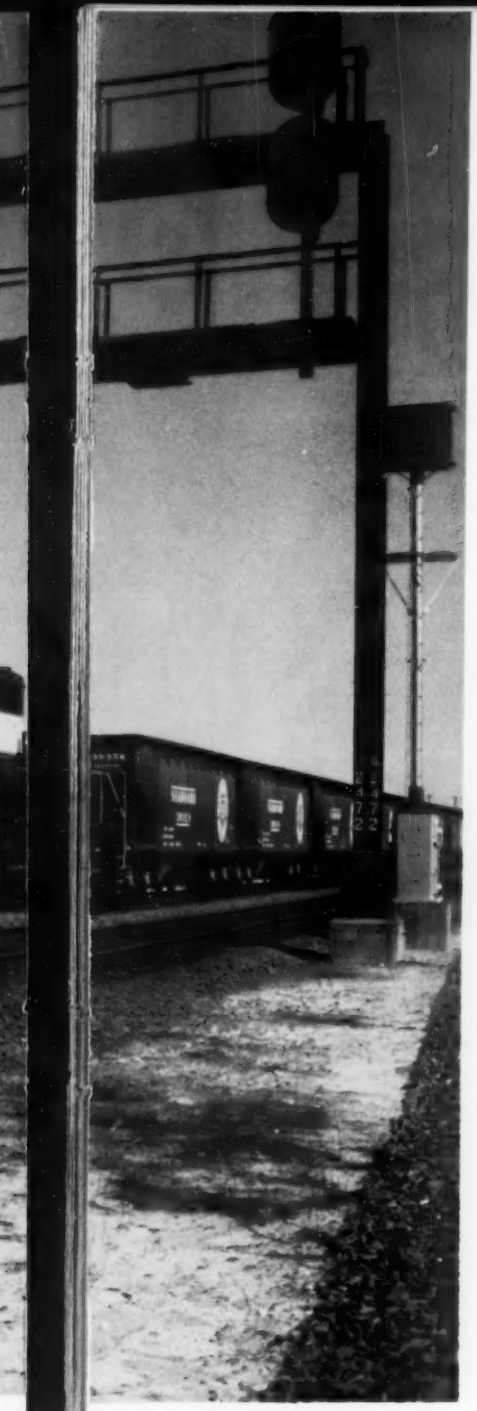
When the BIG day arrives, if it's to be Colorado, board the ROCKY MOUNTAIN ROCKET; if it's California, have your ticket read GOLDEN STATE. Then you'll know for a certainty that your vacation has begun under the most favorable circumstances. No matter whether you travel coach (the full-length leg rests are *really* something) or luxuriate in a private room, it's train travel at its finest.

And how you will love those dining car meals!

223

Rock Island

The General Purpose Locomotives shown above are two of the twenty GP's acquired in Seaboard's program thus far. The plan calls for additional FT freight locomotives, like the one on the left, to be turned in for similar GP units.



New locomotives for old . . .

The Seaboard *plans* its program of power renewal. This plan is based on turning in 16-year-old FT freight units on the purchase of new General Purpose locomotives containing certain manufactured components.

Thus, higher unit horsepower and greater versatility of the new GP's are achieved with much lower capital investment because of the turn-in value of the old locomotive.

How this or a similar plan might benefit your road's future can be had in detail from your Electro-Motive representative.

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

LA GRANGE, ILLINOIS • *HOME OF THE DIESEL LOCOMOTIVE*

In Canada: General Motors Diesel Limited, London, Ontario

Get there
FAST

Get there
RELAXED

Go CNR
SUPER Continental

extra comfort – NO extra fare!

Picturesque "Jasper Route" through the Rockies

DAILY — EAST AND WEST

Serving

Montreal - Ottawa - Toronto
Winnipeg - Saskatoon - Edmonton
Jasper - Vancouver

KNOW CANADA BETTER

Go CNR

Information and reservations from your
Canadian National Representative.

How much can you save? Use this table and find out!

This table, based on a fleet of 100 diesel and electric units, will aid you in figuring how much Standard's Wheel Truing Machine could save you.

WHEEL TRUING MACHINE SAVINGS ANALYSIS

AVERAGE 100 UNIT FLEET

Total pairs of wheels in Service	432
Average mileage 1 unit 1 month	9,500
Average mileage between wheel turnings	57,000

DIRECT SAVINGS	Lathe Method	Wheel Truing Method
Wheel pairs changed annually	736	164
Wheel Turnings per wheel life	2.5	3.5
Wheel pairs turned annually	526	572
Labor and Tooling cost per pair wheels turned	$73	$14
Total Annual Cost	$38,398	$8,008
SAVINGS	$30,390	
New Wheels purchased annually	210	164
New Wheel Cost @ $368	$77,280	$60,352
SAVINGS	$16,928	
TOTAL DIRECT ANNUAL SAVINGS	**$47,318**	

MAJOR INVENTORY REDUCTION	Lathe Method	Wheel Truing Method
Wheel, Axle & Bearing Assemblies		
No. wheels changed annually	736	164
Minimum Inventory—30 day supply	61	14
Value @ $2,145 each	$130,845	$30,030
INVENTORY REDUCTION	**$100,815**	

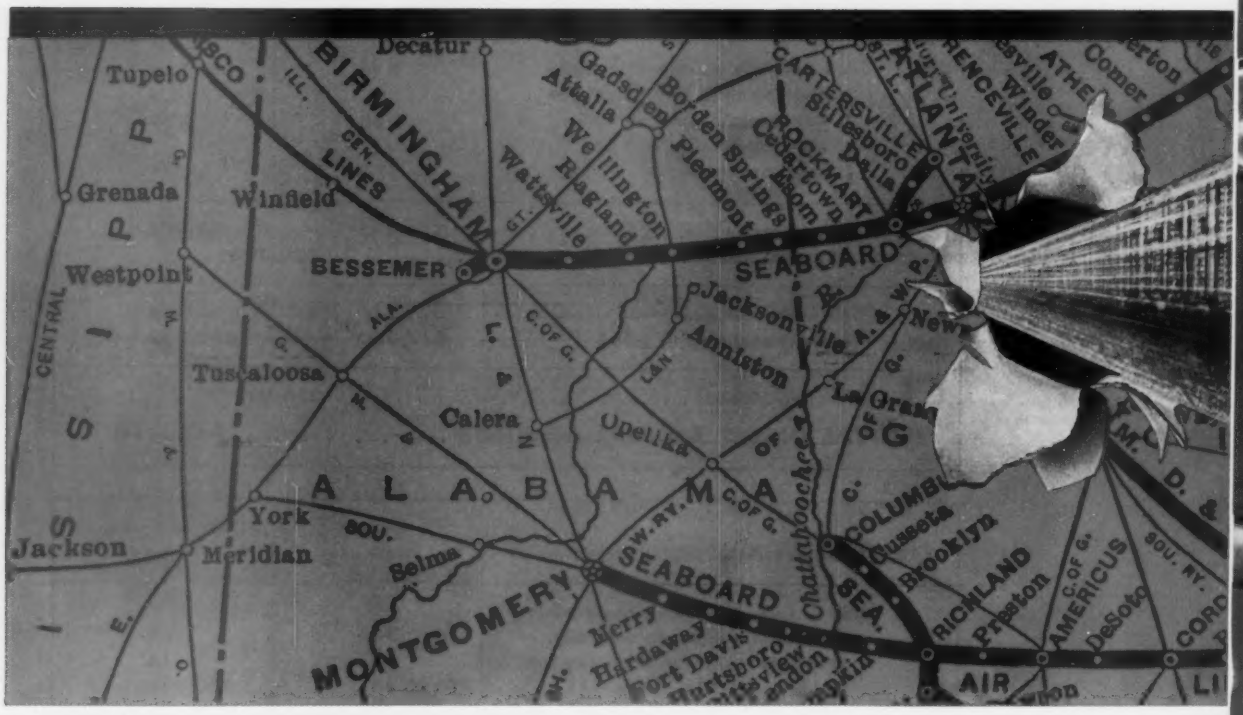
Our representatives will supply facts behind these and other studies. For immediate information, write to: WHEEL TRUING, Standard Railway Equipment, 200 South Michigan Avenue, Chicago 4, Illinois.

STANDARD RAILWAY EQUIPMENT MANUFACTURING COMPANY

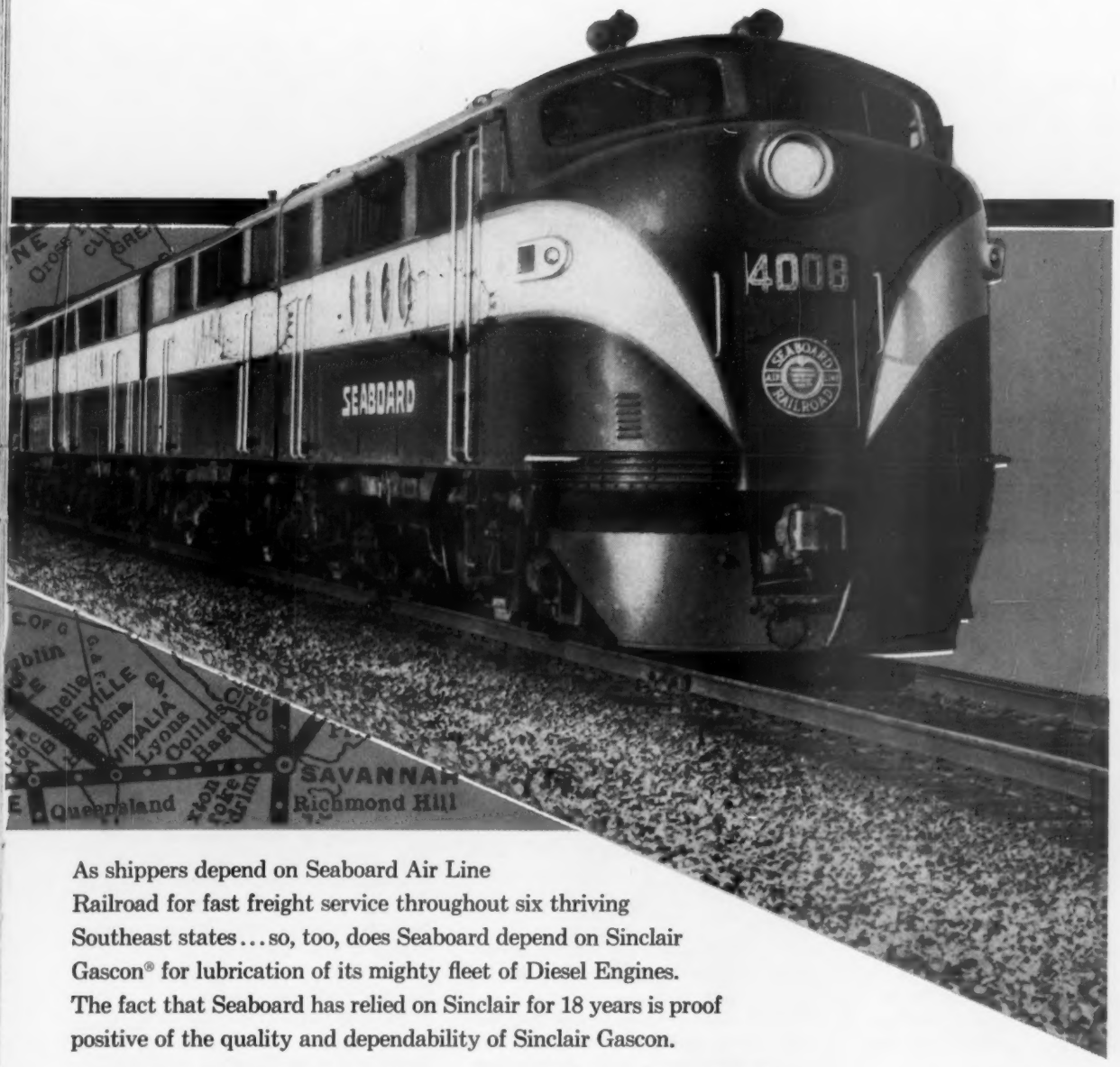
General Office: 4527 Columbia Ave., Hammond, Ind. • New York • Chicago • St. Paul • San Francisco

Serving the Dynamic Southeast

Seaboard Railroad...user of Sinclair Gascon® for 18 years



SINCLAIR RAILROAD LUBRICANTS



As shippers depend on Seaboard Air Line Railroad for fast freight service throughout six thriving Southeast states... so, too, does Seaboard depend on Sinclair Gascon® for lubrication of its mighty fleet of Diesel Engines. The fact that Seaboard has relied on Sinclair for 18 years is proof positive of the quality and dependability of Sinclair Gascon.

Now's the time to look into the advantages of this top-quality railroad lubricant. Write Sinclair Refining Company, Railway Sales, 600 Fifth Avenue, New York 20, N. Y. • Chicago • St. Louis • Houston

No Recession in AAR Mechanical

Improvements in car and locomotive performance are the basic goal of the association's research staff. Here's a rundown of work in progress. The scope of the program promises greater economies and increased efficiency for the railroad industry.

The research program of the AAR's Mechanical Division is going ahead at full blast. The staff's ingenuity, and its new machines, are geared to keep railroads abreast of all modern scientific developments.

This is a summary of what's being done at the Chicago research center.

One new facility in the mechanical laboratory at Chicago is a 300,000-lb Olson testing machine purchased from the Pullman Company. The machine, fully equipped to do tension and compression testing, will be available for general use by the four laboratory divisions.

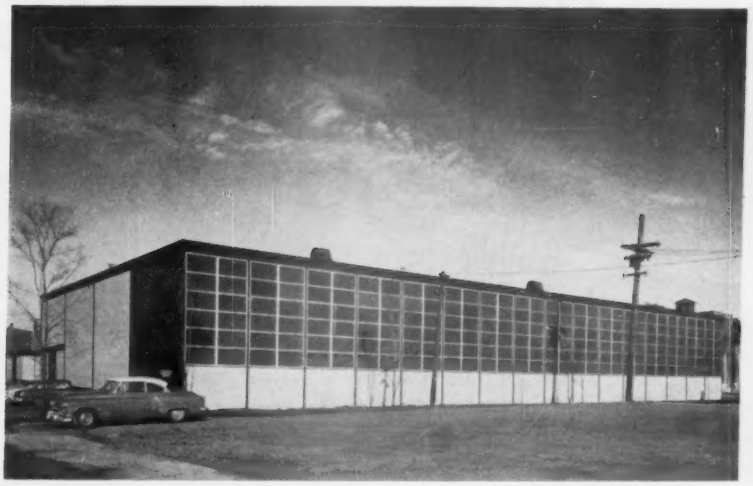
A Van Norman all-purpose milling machine, wheel boring mill and lathe, formerly in the Timken Roller Bearing Laboratory at Canton, Ohio, are installed. Smaller machine tools have been added to expedite fabrication of test equipment. The passenger car compression testing machine has been equipped with a new rotary hydraulic pumping unit.

All machines for certification of roller bearing grease, testing of journal lubricators and oils, and testing of bearings have work scheduled several months in advance.

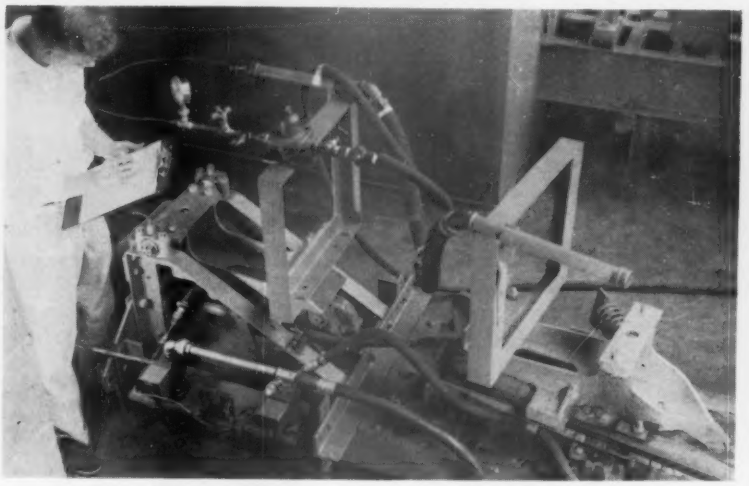
The full-scale bearing-journal machine, used mostly to test car journal lubricators, is scheduled to evaluate several designs of cartridge-type bearings. Three types of bearings are undergoing road tests in interchange service. Equipment is now available to test roller bearings as required by the new AAR specifications.

The tests include checking for hardness, finish, tolerance and efficiency of oil or grease seal. Basic work has been deferred on torque tests of car journal oils because of preference of the above tests. Equipment will be developed later to determine oil feed characteristics under various conditions. The two roller bearing grease machines, which provided a laboratory si-

◀ **PLASTIC CARGO** unit gets impact test at AAR Research Center. Striking car is ARR tank car. Test instruments are on the dolly car.



RESEARCH CENTER'S new engineering building provides space for mechanical division axle research and fuel study.



TEST MACHINE simulates service test of air hose gaskets.

NEW COLD BOX provides leakage tests of air hose gaskets at low temperature.

Research

mulated road test of eight weeks, are scheduled throughout the year. Several greases have passed the requirements and are in process of certification.

Laboratory work is still in progress on the condition of journal box packing after it has been in service 18 months. Analytical work continues in the chemical laboratory on grease characteristics. Electron microscope studies show that some present theories of grease deterioration are inconsistent with bulk penetration results and with interpretation of grease conditions in full-scale roller bearings.

Subsequent work will include investigation of the effects of temperature and pressure, cooling rates and homogenizing and preparation of grease procedures in stability of grease fibers. Procedures for evaluating the yield strength of fibers with

(*Continued on page 58*)

How the L & N gains two extra

workdays per car per month

THE LOUISVILLE & NASHVILLE was the first railroad to dispatch a train by telephone (back in 1890)—*and the first to install a completely automatic telephone system.*

Today, the "Dixie Line" keeps direct control over operations with a company-owned, company-operated network of automatic telephone switchboards interconnected by more than 17,000 miles of wire.

From its headquarters in Louisville, where P-A-X telephones link some 2,000 occupants on 11 floors, L & N management is in speedy communications with all important control points on its 5,700-mile system.

Saves time and money

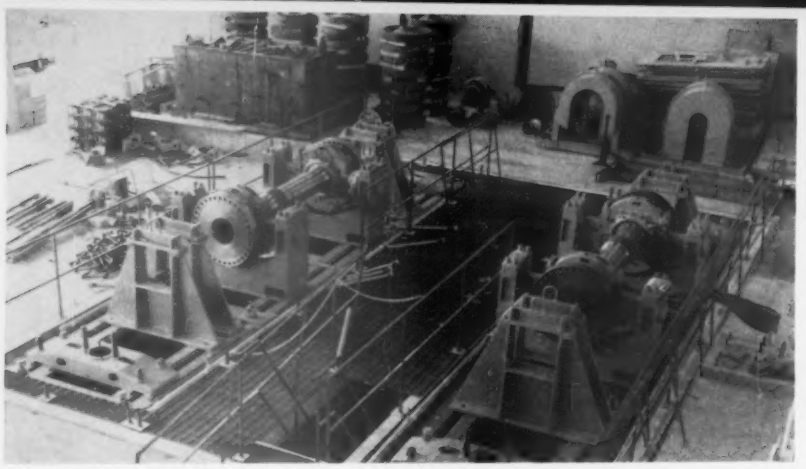
L & N officials report, *"Our customer service is improved tremendously with this private telephone system. Without it our telegraph volume would be tripled and our mail doubled—it is a big time and money saver."*

One example is quick communication of freight-car locations from central files to any point on the line. The L & N estimates that this modern telephone system adds two working days to each car per month—a worth-while savings on any road. (On the average, L & N gets 25 workdays per month from each car.)

For full information on how Modern Communications can bring added efficiency and savings to your railroad or your business, contact your Automatic Electric representative. Or write Automatic Electric Sales Corporation, Northlake, Illinois. *Ask for Circular 1763. It completely describes L&N's unified telephone network.*

AUTOMATIC ELECTRIC

Northlake, Illinois



AXLE FATIGUE machine installation will be finished soon.

(*Continued from page 55*)

various rates of shear are being planned. Study of boundary lubrication additives for possible improvement of journal box lubricating oil is continuing.

Investigation of lubricants for journal bearings, in conjunction with the Armour Research Institute, is finished. A study of commercially available viscosity index improvers revealed the effects of shear on stability and performance of additives. The improver tests were made in both a full-scale apparatus and special laboratory equipment. A study was made of another device for evaluating oil feed characteristics of cotton wicks. The data shows effects of temperature, journal velocity and lubricant heads based on oil feed rate.

Equipment is available and a procedure approved for tests to develop a better back seal for journal boxes. Because of greatly increased use of lubricator pads, member roads report that an old problem —oil loss from journal boxes—has become more difficult, insofar as maintaining proper oil level and supply in the box is concerned.

Journal Bearing Development

Road tests to determine a better load distribution on the oil film of journal bearings are in progress. The effects of reducing the crown radius of the journal bearing wedge from 78 in. to 60 in. and 50 in. were studied. The smaller radius seems more desirable for providing better loading on the bearing. Investigation is continuing to find the condemning limit for journal wedges worn on top. Recommendation has been made to member roads that the limit for any length flat spot be reduced 1 in.

Load distribution tests are being made on journal bearings to determine what changes can be made in the contour of the top of the bearing back to improve performance. Road-service observations of many bearings show the load concentrated at the ends, in the area of minimum oil film. Studies indicate the load contact surface in combination with the 50-in. radius wedge should be nearer the center. This would provide a more uniform "pivot point" loading to distribute the bearing load on journal.

Laboratory investigation is continuing on aluminum bearings lined with AAR babbitt. Results to date indicate more laboratory research will be necessary to develop a bearing that can be used in road tests. If some of the deficiencies can be corrected, further tests in actual service will explore possible superiorities the babbitt-lined bearings may have over the present AAR bronze bearing.

A laboratory-tested ventilated journal bearing was placed in road service tests. Substantial temperature reduction was noted during the summer months when hot boxes are most numerous. The tests did not indicate the bearing had sufficient advantages to justify the additional cost.

Two axle fatigue machines with auxiliary machine tools are undergoing shakedown tests. Several projects are being considered for the machines, among them:

1. Fatigue tests of roller bearing axles, especially freight axles, for all-purpose roller bearings, to determine axle life.
2. Recheck of production specimens of the new raised wheel seat of freight axle. Investigation would further check effect of forging scalloping at juncture of wheel seat and center portion of axle.
3. Investigation of axles overheated by service conditions.
4. Fatigue tests of diesel axles.

Brake System

A new machine is testing air brake cylinder grease. It consists of a portable frame on which two AB brake cylinders are mounted with pistons operating in opposite directions. Piston travel is 8½ in. To accelerate test results, continuous operation is provided in a new controlled-temperature cold box, with a temperature range from 130 deg F to minus 45 deg F.

The same temperature range is also used to test types of air hose gasket seals in new and used coupler heads. Comparisons are being made on gaskets of natural rubber and synthetic materials. Another new machine, on which two air hose are mounted, produces movements that simulate air hose travel in train service.

The completely overhauled brake shoe and wheel testing machine is still being installed. The machine is now equipped with roller bearings on the main shaft, new electrical control and lubrication systems. Other instruments simultaneously measure wheel strain and temperature during braking operations. Laboratory tests of stresses in diesel locomotive wheels will supplement the road service tests made two years ago.

Miscellaneous Tests

► The basic properties of diesel fuel oil filters have been established. These are flow resistance, dirt-holding capacity (measure of filter life), and efficiency (measure of filtering ability). Test results so far indicate considerable performance differences among the various filters. Filters which offer greatest resistance to flow tend to have highest efficiency and lowest dirt holding capacity. Others which offer little resistance to flow tend to have a relative low efficiency and high dirt-holding capacity. The efficiency of some filters is low because of end leakage caused by filter being too soft or spongy, or tunneling of fuel through the filter due to relatively large openings which exist. Tests indicate the fuel filtering surface area should be greatly increased. Unless this large area is provided, a filter will have either a high efficiency or long life, but not both.

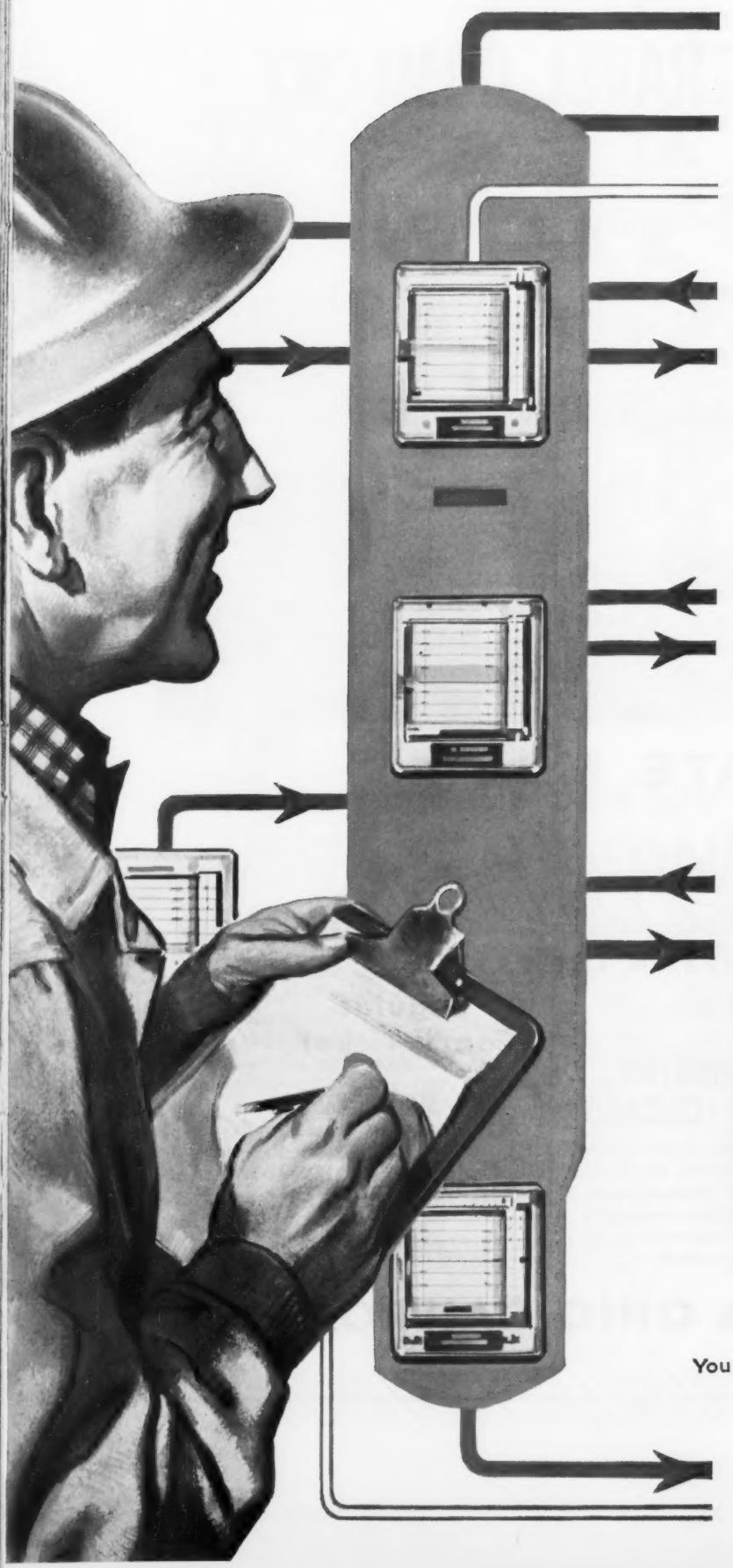
► A large oscillator mounted on a flat car is used to study the life expectancy of freight car snubbers. Additional equipment will be provided to test an entire freight car to measure wear of truck parts and general car performance.

► Studies are continuing on how best to reduce claims made as a result of quarters of beef falling off hooks in transit.

► As a result of continuing tests made on thermostatically controlled alcohol heaters for refrigerator cars, the Committee on Car Construction raised the maximum allowable thermostat setting to 70 deg F from 60 deg F. Tests were made to determine cause of pilot light failures on heaters, particularly those equipped with copper heat rings. The heat rings were found to be a contributing factor in pilot light failures. While the rings increased burning rate during full burning, they apparently had a cooling effect on the wick surface during pilot burning, reducing size of flame. The heat ring also gave additional wick deposits, which tended to reduce heat output.

Nothing gets by

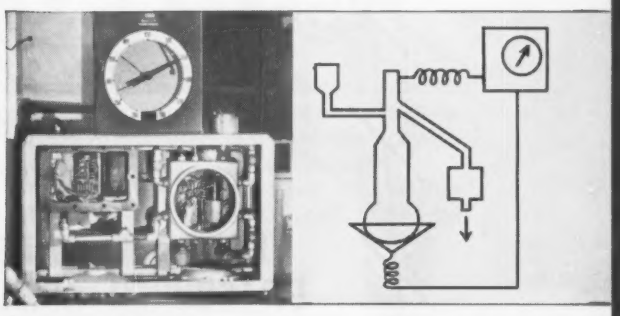
Automatic end-point testing device developed by Standard Oil research men makes certain of the uniform quality of gasoline and diesel fuel delivered to you.



Scientists at Standard Oil never stop in their drive to improve and then improve again the uniform quality of the petroleum products that bear the Standard Oil trade-mark. These engineering research scientists have now created wholly new instruments for performing near continuous physical analysis *automatically*.

One such instrument automatically performs the physical analysis that determines end-point. Using it, refineries maintain a continuous inspection of the temperature at which diesel fuels are completely distilled. To you, this means that Standard is able to maintain a constant control over the uniformity and high quality of the fuels you use to power your diesel engines. It also means that Standard Oil power-producing petroleum products, with their constantly controlled end-point, burn uniformly, give you uniform high performance.

This is part of the research pay-out, the "something more" research builds into the products you buy from Standard. This is your return from Standard's investment in research. Railway Sales Department, **Standard Oil Company (Indiana), 910 S. Michigan Ave., Chicago 80, Ill.**



Automatic end-point tester works this way. A small sample is placed in an electrically heated flask. The temperature is measured and recorded during a heating cycle when distillation is accomplished. Distillate is condensed and drained, the flask temperature is lowered by introduction of the next sample, and the apparatus is ready for another test.

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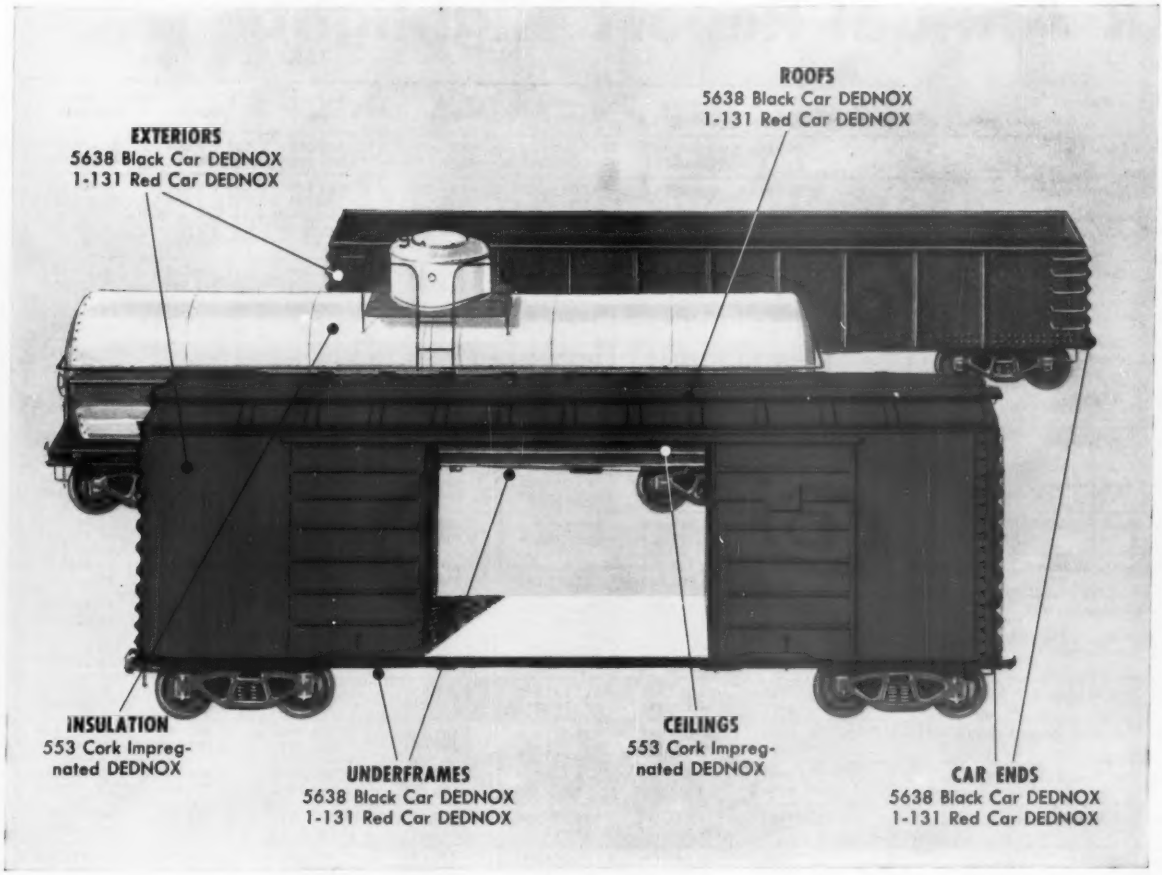

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RR Annual Report Highlights(1)

Railroad		Operating Revenues	Operating Expenses	Fixed Charges	Net Income	Current Assets*	Current Liabilities*	Long Term Debt*
Atlantic Coast Line	1957	$163,340,076	$137,339,933	$ 7,199,471	$10,388,079	$50,598,564	$21,389,769	$180,471,605
	1956	166,630,115	142,085,343	6,868,572	11,834,511	58,521,125	24,676,105	174,797,897
Belt of Chicago	1957	15,933,904	11,233,652	1,789,976	187,573	5,419,695	2,894,341	2,388,736
	1956	15,504,621	10,346,137	1,895,306	184,622	5,557,802	3,484,254	2,563,625
Chicago & Western Indiana	1957	.....	.....	2,533,023	51,034d	3,801,850	2,399,840	84,615,988
	1956	.....	.....	2,616,935	51,805d	3,746,490	2,727,879	83,790,951
Chicago Great Western	1957	36,819,928	25,139,227	1,022,186	3,551,404	11,790,783	8,165,753	28,621,082
	1956	35,626,656	24,370,543	969,022	3,403,218	12,343,544	8,482,937	27,933,051
Clinchfield	1957	23,531,659	15,207,389	2,368,829	5,942,752	6,543,106	18,958,211	10,865,972
	1956	25,229,708	14,756,334	2,393,268	7,277,497	6,547,724	18,134,734	11,966,057
Duluth, Missabe & Iron Range	1957	57,827,737	37,178,460	270,128	8,428,453	13,946,375	16,557,833	7,838,128
	1956	47,034,630	33,549,046	350,552	5,867,606	17,917,748	14,391,250	10,603,359
Georgia & Florida	1957	3,357,175	2,826,788	986,435	985,219d	625,757	1,872,640	9,853,385
	1956	3,554,513	3,078,574	1,068,273	1,043,092d	641,258	2,739,305	10,016,130
Kansas City Southern	1957	45,132,823	26,110,369	2,016,439	6,415,793	19,855,500	12,184,958	63,205,337
	1956	47,007,789	27,015,429	1,835,930	6,440,941	20,053,539	13,545,576	59,614,579
Louisiana & Arkansas	1957	26,495,212	16,501,422	592,310	3,954,851	20,485,644	6,752,579	17,745,859
	1956	28,180,555	16,944,481	634,618	5,149,751	18,787,448	7,080,157	19,887,142
Louisville & Nashville	1957	223,517,922	185,719,026	9,627,422	19,394,347	88,016,395	32,024,929	289,677,536
	1956	212,397,927	168,063,071	9,031,426	25,026,613	91,870,026	32,770,727	267,012,337
Minneapolis, St. Paul & Sault Ste. Marie	1957	47,425,096	39,379,471	419,419	1,552,289	20,712,449	11,785,686	32,860,986
	1956	47,991,013	37,612,524	302,582	2,839,161	21,886,874	14,425,503	31,688,424
Missouri-Kansas-Texas	1957	66,567,802	54,412,756	3,121,113	855,539d	19,398,482	12,392,056	94,063,388
	1956	74,450,690	59,585,908	3,111,256	1,940,206	20,182,625	11,220,459	97,959,295
New York Central	1957	741,571,672	627,432,251	45,806,505	8,423,078	162,726,268	114,537,113	814,175,393
	1956	780,434,916	633,643,255	44,984,686	39,104,259	183,129,501**	116,367,079**	789,725,558
New York, Chicago & St. Louis	1957	172,517,201	123,245,973	5,069,234	14,706,169	57,685,929	32,771,450	177,122,150
	1956	174,578,288	121,741,218	5,277,884	16,329,207	59,837,451	35,258,281	177,404,670
New York, New Haven & Hartford	1957	164,056,355	135,383,552	7,108,552	2,363,702d	32,987,197	33,919,910	210,394,209
	1956	162,450,211	131,813,650	6,890,913	261,704	35,623,307	35,082,721	212,267,957
New York, Susquehanna & Western	1957	5,083,726	4,138,819	169,760	388,489d	2,664,733	3,028,333	8,224,367
	1956	5,311,857	4,258,435	185,234	194,339d	2,552,924	2,472,865	8,481,706
Norfolk & Western	1957	251,133,092	171,333,929	1,969,465	44,535,759	85,309,107	40,043,764	35,612,900
	1956	239,662,971	164,917,702	1,431,668	42,486,857	82,628,560	47,340,601	35,791,700
Norfolk Southern	1957	10,525,176	8,702,321	297,183	531,324	2,793,227	1,871,102	6,203,086
	1956	10,689,489	8,380,674	266,508	613,787	3,115,597	1,833,326	5,413,090
Northern Pacific	1957	183,817,384	152,670,023	10,766,944	21,126,050	94,931,125	36,070,764	293,842,233
	1956	187,653,938	151,533,846	10,352,611	20,983,445	96,798,914	45,578,363	283,444,928
Pennsylvania	1957	988,389,740	841,001,363	39,329,571	29,384,750	240,149,641	133,964,939	934,206,626
	1956	992,363,535	818,241,978	40,149,702	52,519,888	277,981,324	154,251,747	962,144,082
Peoria & Pekin Union	1957	2,913,553	2,372,827	60,113	174,035	1,583,975	981,633	1,854,059
	1956	2,952,715	2,272,009	62,016	256,998	1,791,253	1,067,076	1,924,746
Pittsburgh & West Virginia	1957	9,918,436	7,239,636	458,738	1,069,767	3,609,201	2,014,760	12,499,607
	1956	9,230,152	6,831,344	419,055	948,627	4,269,867	1,907,982	11,925,086
Reading	1957	136,317,987	109,016,616	6,017,392	10,297,607	32,233,230	20,403,975	133,837,548
	1956	138,280,376	105,751,540	5,620,350	12,112,831	38,736,463	26,794,251	135,129,337
Richmond, Fredericksburg & Potomac	1957	26,762,161	17,921,371	72,528	3,466,404	10,347,316	5,498,873	1,236,582
	1956	27,130,292	17,512,477	89,970	3,828,539	12,447,040	6,153,052	2,002,419
Rutland	1957	5,113,653	4,393,262	58,405	299,020	1,432,675	492,484	1,435,845
	1956	5,201,892	4,238,499	36,702	452,816	1,470,725	476,107	1,428,560
St. Louis-San Francisco	1957	131,857,568	104,995,972	5,654,494	5,368,113	35,684,204	22,563,945	218,298,847
	1956	137,251,430	105,773,065	5,246,919	8,534,044	43,440,068	25,014,749	197,640,148
St. Louis Southwestern	1957	65,727,269	42,396,759	804,392	9,464,167	32,180,196	11,515,656	23,027,500
	1956	67,959,490	42,460,701	804,723	11,079,042	40,310,011	14,982,439	23,028,000
Seaboard Air Line	1957	163,119,729	122,812,139	4,092,493	18,509,148	47,574,142	25,342,385	122,000,000
	1956	162,150,917	120,449,798	3,939,475	20,145,391	52,534,220	27,752,322	115,449,000
Southern	1957	266,846,150	190,582,082	11,398,288	34,066,710	79,572,829	59,373,844	219,921,871
	1956	275,385,491	188,863,555	12,608,703	38,871,605	88,796,886	73,794,590	214,632,717
Southern Pacific Transportation System	1957	663,492,929	532,130,718	25,105,560	46,645,377	197,880,308	104,923,228	753,582,726
	1956	678,325,181	548,494,986	22,300,515	46,461,927	212,704,693	114,690,171	725,598,284
Spokane International	1957	3,729,717	2,129,258	54,841	519,003	2,104,949	1,344,103	3,531,965
	1956	3,696,740	2,123,125	61,903	511,445	2,142,772	1,502,074	3,748,276
Toledo, Peoria & Western	1957	7,623,938	4,681,383	59,145	896,305	3,743,934	2,099,087	1,456,000
	1956	7,560,828	4,665,842	62,963	895,353	3,497,315	1,989,703	1,456,000
Union Pacific	1957	517,060,102	382,354,717	5,051,117	78,247,776	204,883,251	119,190,372	164,551,000
	1956	514,316,828	376,254,724	5,552,389	78,568,845	223,281,375**	121,662,662	167,034,000
Virginian	1957	64,624,675	30,107,714	2,250,531	17,097,290	19,627,613	18,113,956	73,520,000
	1956	56,491,559	26,877,692	2,269,653	14,280,007	29,081,952	17,545,231	74,674,000
Wabash	1957	124,286,980	97,144,345	2,923,750	9,896,207	30,384,708	17,274,555	109,353,569
	1956	119,519,719	90,631,394	2,648,767	11,285,304	36,882,111	19,437,007	97,766,266
Western Maryland	1957	54,834,714	38,498,597	3,786,005	8,686,990	18,427,853	12,410,020	91,521,073
	1956	52,444,711	36,377,027	2,802,361	8,241,408	17,273,350	13,356,906	78,340,992

(1) To be supplemented as reports from other roads are received, previous list appeared in Railway Age, May 5, p. 30.
d Deficit.
* On December 31.
** Restated.

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MOISTURE AND ABRASIVE GANG

GRIT DIRT MOISTURE DUST SAND

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REWARD

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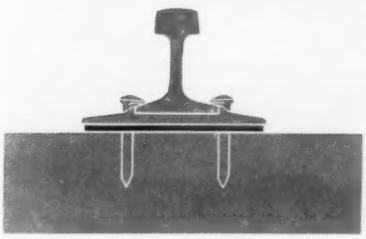

When you put Bird Self-Sealing Tie Pads on guard, you will never be robbed by the Moisture and Abrasive Gang! Over 20 years of in-track experience prove that Bird Self-Sealing Tie Pads positively seal out moisture and abrasive materials. For informative booklet on how to slash your tie costs 50% and more — write to Bird Tie Pads, East Walpole, Massachusetts, Department HRA-5.

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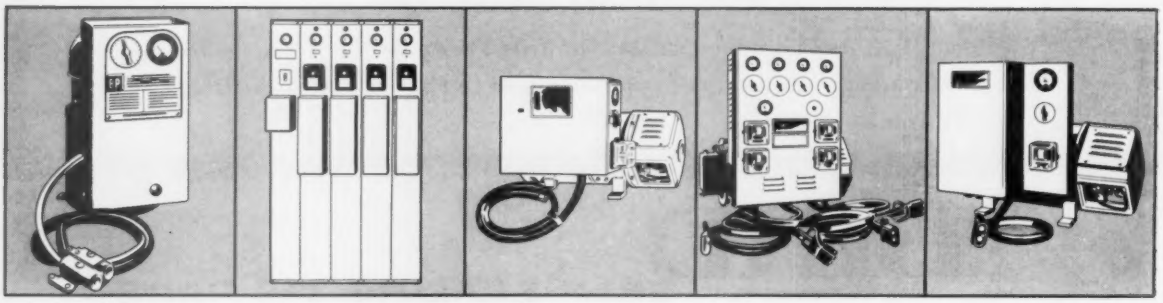

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Write for complete technical details and prices. Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 2, Pa.

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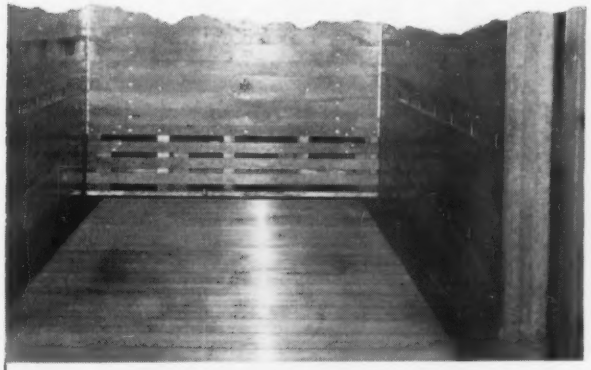

TEST CAR is one of two in 800-car order equipped with aluminum floors.
EASY CLEANING is made possible with corrosion-proof aluminum interiors, left.

HOW TO BUILD NEW LIFE INTO REEFERS:

Replace Wood Floors with Aluminum

Two ice refrigerator cars with aluminum floors are now being tested by Wilson Car Lines. The floors were designed by Reynolds Metals Company with help from Pacific Car & Foundry and Wilson. The cars were built new and floors installed in PC&F's Renton, Wash., shops.

Wilson officials believe the floors will offer important savings in operational costs. Longer service life with less maintenance is expected, along with less idle time for cleaning and drying of cars. The lightweight metal resists corrosion and does not absorb moisture or odors. Reynolds research studies show the aluminum floor is an economically sound application for refrigerator cars.

Reynolds engineers say the floors can easily be installed in existing equipment at the time worn-out wooden floors are replaced. With most refrigerator cars having a service life of 15 to 20 years, one replacement of a wooden floor is required. Based on applications to refrigerated transport trucks, they expect the aluminum car floor will last the lifetime of the car under normal operating conditions.

SEALING FEATURES attract Reynolds R. L. Spence and Wilson's J. R. Jennings.

The new floors are composed of 10 in. wide 6063 alloy aluminum extrusions. Each extends the width of car and is fastened by screws to the wooden floor stringers. The edges interlock to the adjoining shapes, making a moisture-proof joint. The floor is about ⅛ in. thick, and is reinforced by five integral parallel ribs running the length of the section. The surface has serrations 0.031 in. deep, providing a non-skid floor for safety in loading and unloading.

A border strip without serrations is used along the edges of the floor to facilitate drainage and cleaning. The bottom board on the car sides is replaced with interlocked sections of aluminum flashing. Tongue and grooving at top gives waterproof protection 5¼ in. above the floor.

The Finest Products Made with Aluminum are made with REYNOLDS ALUMINUM

The above story sums up the case for Reynolds Aluminum flooring for refrigerator cars. And it indicates why more and more railroads are looking to aluminum—and to Reynolds—for ways to cut maintenance, lengthen service. Aluminum floors won't absorb moisture or odors, won't rot. They can be kept "surgically clean" for completely sanitary food handling and shipping.

Lightweight, strong, rustfree Reynolds Aluminum can effect important savings in baggage car and box car doors, floors and floor racks, roofs, crossbuck and operating signs. For details, contact your local Reynolds office, or *Reynolds Metals Company, P.O. Box 1800-TM, Louisville 1, Kentucky.*

REYNOLDS ALUMINUM

Watch Reynolds All-Family Television Program, "DISNEYLAND", ABC-TV.

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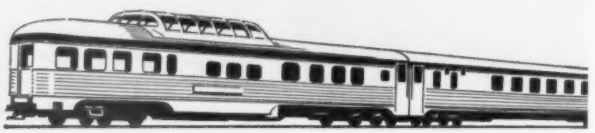
A DELUXE DINING ROOM CAR offers you a truly memorable dining experience. Select your favorites from a wide variety of Canadian dishes, prepared by experienced chefs.

THRIFTY, COMFORTABLE COACHES have reclining armchairs with full-length leg and foot rests and adjustable head rests. All seats reserved. Porter service. Transcribed music.

SPACIOUS BEDROOMS AND ROOMETTES make ideal accommodations if you are travelling with your family, or business associates. Plenty of space by day, plenty of comfort at night.

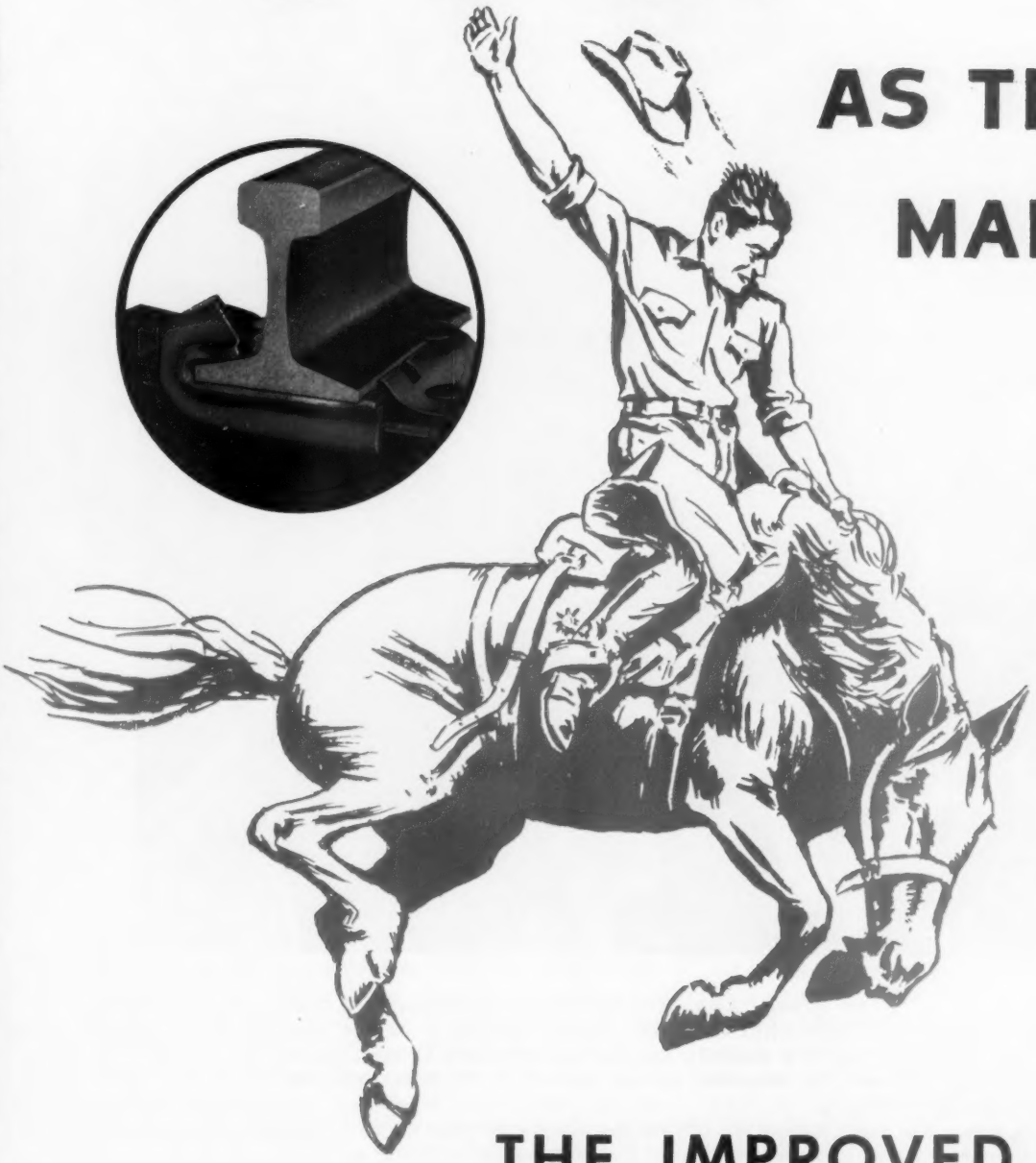
IN THE MAIN OBSERVATION LOUNGE, and throughout the train, Canadian Pacific's trained staff is at your service. Enjoy magnificent views from the sky-high Scenic Domes.

Route of THE CANADIAN



TOUGH-

AS THEY MAKE 'EM-



THE IMPROVED FAIR

is plenty tough because it can take the abuse of creeping stresses year after year and still maintain the highest degree of efficiency.

THE P. & M. CO.

Division of Poor and Company

CHICAGO • NEW YORK • DENVER • ST. LOUIS • BOSTON • ST. PAUL • WASHINGTON • SAN FRANCISCO • MEXICO CITY

SOUTHERN HOSPITALITY

. . . in the modern manner

Two great trains—The PANAMA LIMITED and the CITY of NEW ORLEANS typify gracious traveling at its best. They come by it naturally, too, for they serve New Orleans, hub of southern hospitality and the gateway to the Mississippi Gulf Coast.

As modern and efficient as we have made these trains, we have not lost sight of the fact that courtesy and cordiality are most important in the performance of any service.

Try one of them on your next trip to Memphis, Jackson, Miss., New Orleans, the Deep South. You'll discover how modern equipment coupled with traditional service can make travel a most pleasant experience.

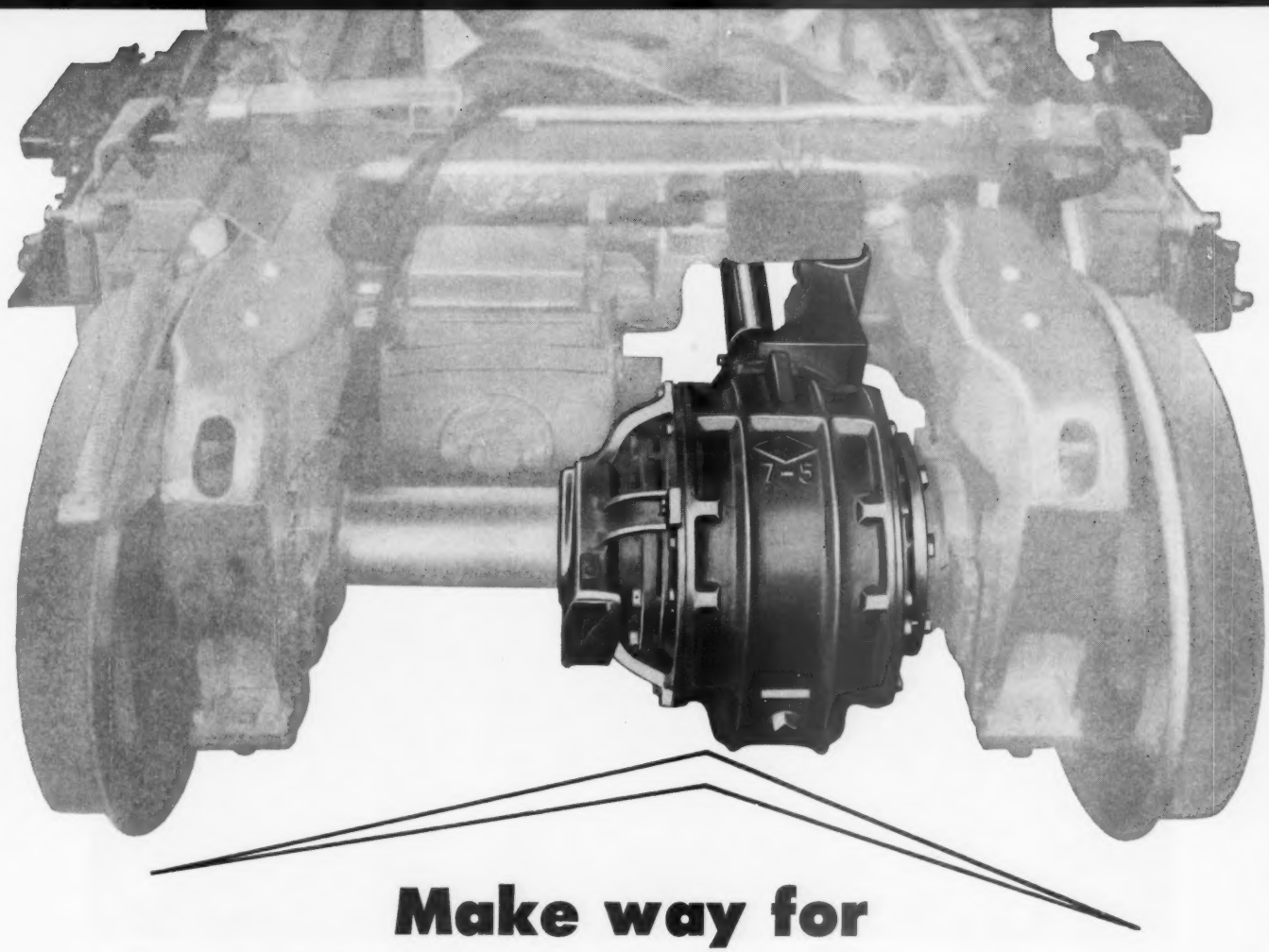
ILLINOIS CENTRAL

Daily between Chicago or St. Louis and New Orleans

The PANAMA LIMITED
All-Pullman Streamliner

CITY OF NEW ORLEANS
All-Coach Streamliner

MAIN LINE OF MID-AMERICA



Make way for Lightweight Design with Spicer Traction Motor Drives

Spicer Traction Motor Drives play an important part in reducing the cost and weight of the newest self-propelled Rapid Transit cars being produced by the Pullman-Standard Company. 50 of the new cars are already in service for the Metropolitan Transit Authority of Boston, Massachusetts.

These cars employ high-speed, lightweight motors which are coupled by Spicer high-speed propeller shafts to Spicer Traction Drives. The drive permits the application of inboard bearing trucks which provides weight and cost saving features.

The Spicer Traction Drive permits maximum acceleration through a single set of gears with optional ratios to match train schedules ranging from 5.88 to 1 up to 8.9 to 1.

To insure maximum performance, the Spicer assembly is delivered complete — ready to be secured on the axle. No further adjustments are necessary, for each set of gears has been mated, factory-adjusted and tested under actual running conditions.

If you're interested in cost and weight savings, as well as maximum efficiency from railway traction drives, write for the latest Spicer Technical Bulletin. The address is Dana Corporation, Toledo 1, Ohio.

DANA CORPORATION • Toledo 1, Ohio

DANA PRODUCTS Serve Many Fields:

AUTOMOTIVE: Transmissions, Universal Joints, Propeller Shafts, Axles, Powr-Lok Differentials, Torque Converters, Gear Boxes, Power Take-Offs, Power Take-Off Joints, Clutches, Frames, Forgings, Stampings.

INDUSTRIAL VEHICLES AND EQUIPMENT: Transmissions, Universal Joints, Propeller Shafts, Axles, Gear Boxes, Clutches, Forgings, Stampings.

AVIATION: Universal Joints, Propeller Shafts, Axles, Gears, Forgings, Stampings.

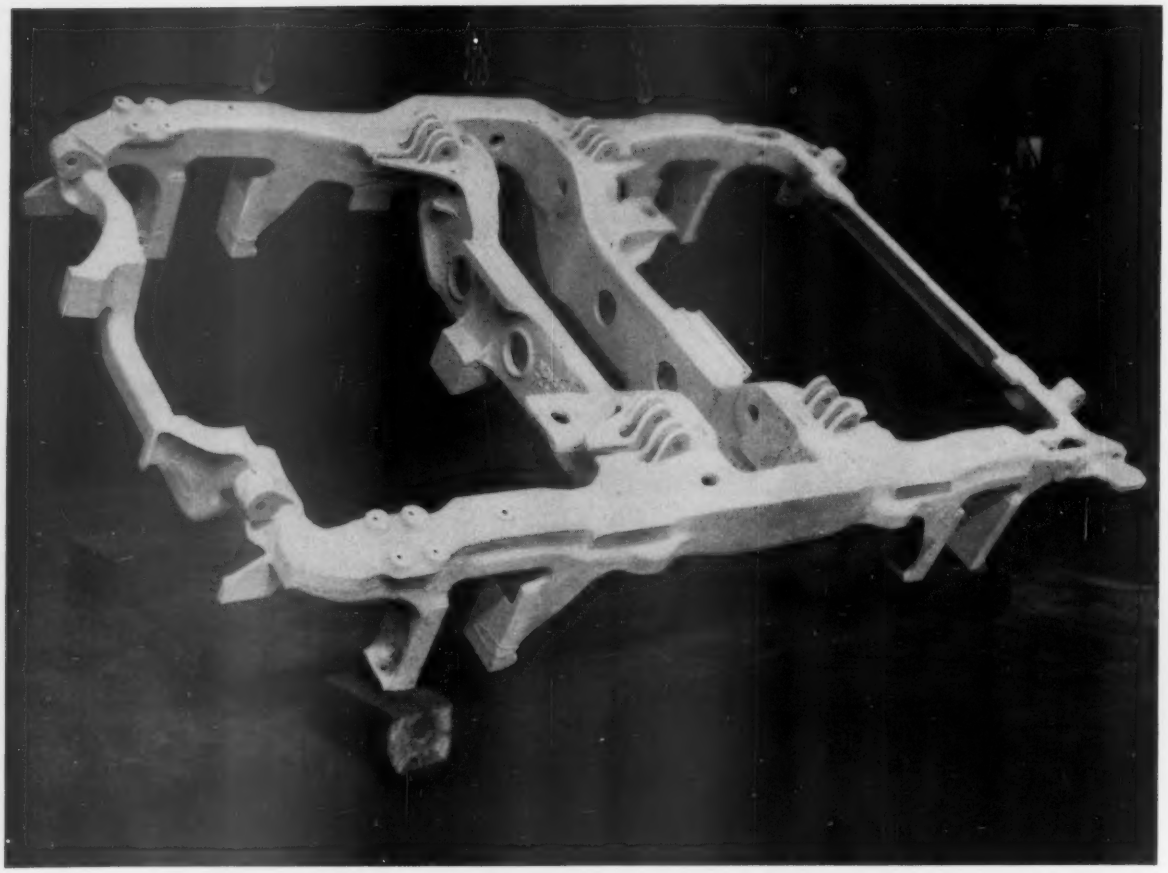
RAILROAD: Transmissions, Universal Joints, Propeller Shafts, Generator Drives, Rail Car Drives, Pressed Steel Parts, Traction Motor Drives, Forgings, Stampings.

AGRICULTURE: Universal Joints, Propeller Shafts, Axles, Power Take-Offs, Power Take-Off Joints, Clutches, Forgings, Stampings.

MARINE: Universal Joints, Propeller Shafts, Gear Boxes, Forgings, Stampings.

Many of these products manufactured in Canada by Hayes Steel Products Limited, Merritton, Ontario

DANA Spicer



One-piece 2¼% nickel, low carbon steel truck frames are being supplied to New York Transit Authority by General Steel Castings Corporation. Cast nickel steel truck frames resist stress of swift accelerations and stops.

Truck horse! One-piece truck frame of cast nickel steel is all muscle

...reduces weight with thinner sections

A railroader's alloy...strong, fatigue-resisting, weight-saving: Nickel steel has exceptionally high strength, excellent shock resistance and may be readily welded. Truck frames of 2¼% nickel cast steel resist the physical shock of sudden impact and fatigue resulting from repeated stresses of high magnitude.

With nickel steel, designs that save appreciable weight are possible in equipment such as truck frames. The greater strength and shock resistance of the steels permit reduction of section thicknesses. The cast 2¼%, low carbon steel, normalized and tempered, easily meets the following specifications:

Tensile Strength	*75,000 psi*
Yield Point	*48,000 psi*
Elongation in 2"	*25.0%*
Reduction of Area	*50.0%*

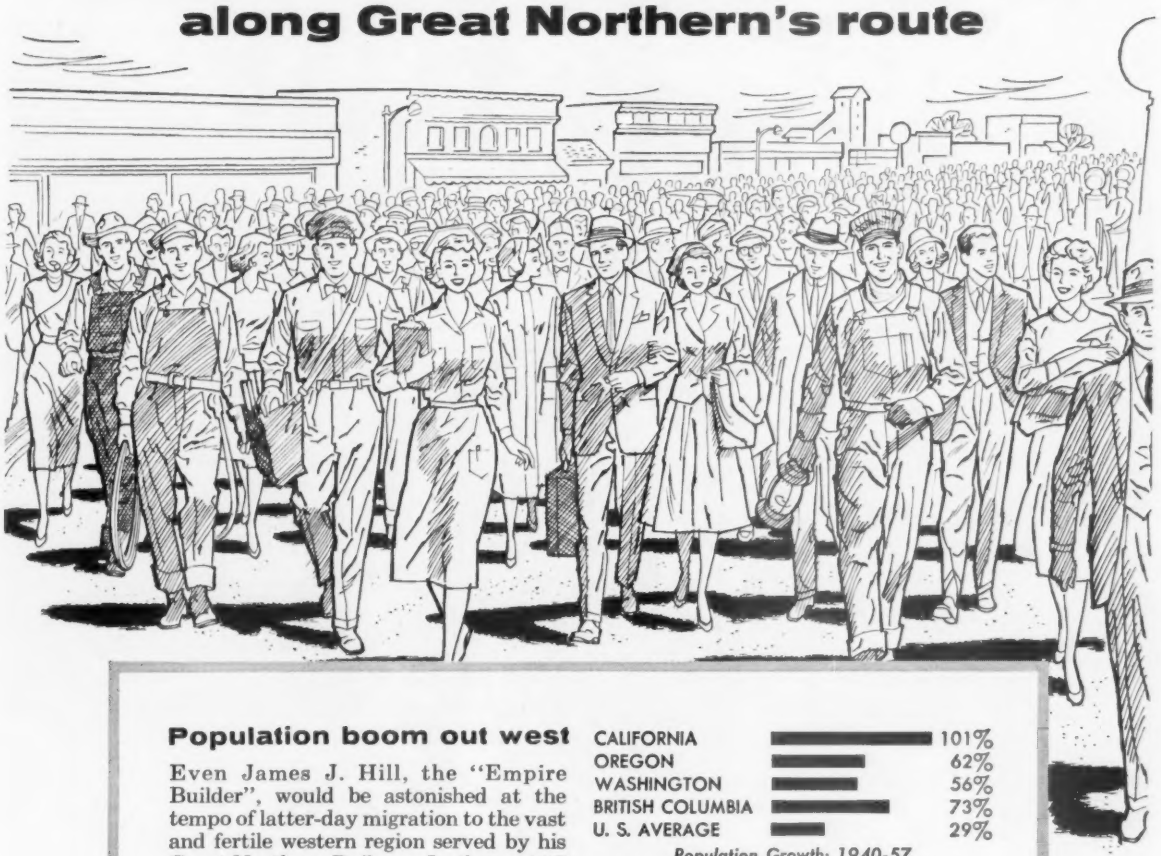
32-page booklet yours for the asking. "Nickel Alloys in Railroad Equipment" shows how Nickel alloys are helping to lower operating costs and raise safety factors in diesel-electric and electric locomotives . . . in passenger and freight cars. Write:

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street INCO New York 5, N. Y.

INCO NICKEL

NICKEL ALLOYS PERFORM BETTER LONGER

People are pouring in by the townful along Great Northern's route



Population boom out west

Even James J. Hill, the "Empire Builder", would be astonished at the tempo of latter-day migration to the vast and fertile western region served by his Great Northern Railway. In the past 17 years, population growth in California, Oregon, Washington and British Columbia has been fantastic. More significant to manufacturers looking for new markets or labor resources, it is largely an adult influx. You needn't wait for this region to develop consumers and workers. They're grown up . . . ready for you now!

Population Growth: 1940-57

Adult population increases in this area are two to three times the U. S. average.

Booming growth in the Pacific Northwest is creating many new business and industrial opportunities. *For information, write E. N. Duncan, Director, Industrial and Agricultural Development Dept., Great Northern Ry., St. Paul 1, Minn.*

Great Northern moves goods to this area speedily, efficiently. *For freight information, write W. E. Nicholson, General Freight Traffic Manager, Great Northern Ry., St. Paul 1, Minnesota.*

OFFICES IN PRINCIPAL CITIES OF U.S. AND CANADA

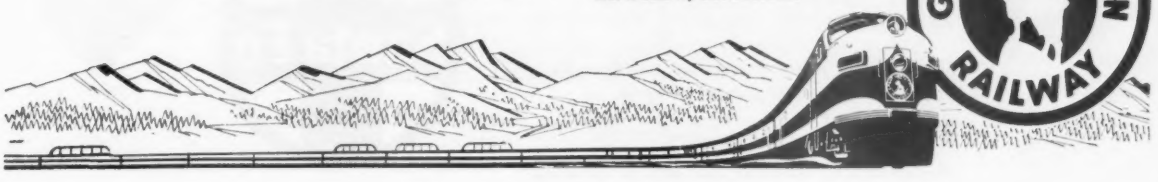
GO FAMILY STYLE

on the incomparable

EMPIRE BUILDER

Go carefree with children . . . at thrifty Family Plan Fares: Leave Monday thru Thursday; return any day. Dad pays full fare; mother, children go for half-fare or less. Great Dome seats aplenty.

P. G. Holmes, Passenger Traffic Manager, Great Northern Ry., St. Paul 1, Minnesota.



Find out what fun a train can be

Go Santa Fe

"The Chief way"

between Chicago and California or Texas

For reservations, consult any Santa Fe representative or travel agent.

Santa Fe

Graflex Prize-Winning Photo by Josef Scaylea

Battery Users Report "Smoother Sailing" *with* **gould** *batteries*

America's Finest!
GOULD KATHANODE
BATTERIES
for Air Conditioning
and Car Lighting

It's true! Gould's files bulge with case histories of battery users who have discovered exceptional economy and dependability in Gould Batteries. The reasons are simple: (1) Gould's battery research is the most *thorough* in the world; (2) Gould's manufacturing techniques have been patiently developed for the utmost precision and control; and (3) Gould's large field engineering staff makes routine inspection trips to insure that your batteries are getting the proper care. Want more reasons? . . . write for booklet ". . . so you're going to buy an industrial battery."

Gould-National Batteries, Inc., Trenton, N. J.

More Power to you from Gould

Always Use Gould-National Automobile and Truck Batteries

©1958 Gould-National Batteries, Inc.

New Products Report

Material-Handling Container

Designated the Pacemaker, this Cargotainer is a heavy-duty unit, suitable for loads from 500 to 5,000 lb. The base is of 2-in. by 1½-in. by ⅛-in. channel, with two cross-members of the same specifications connected to two transverse channels. Fully collapsible for convenient shipping or storage, the Pacemaker is available in one size only—40 x 28 x 24 inches—and with a base designed for all types of lift equipment. *Tri-State Engineering Company, Dept. RA, 295 W. Beau st., Washington. Pa.*

Tamping Jack

The heaviest production tamper made, according to the manufacturer, will be held at true grade when ties are raised and tamped by a new tamping jack, designated the McWilliams Jack Tamper. It is claimed that this machine tamps with sufficient ballast compaction that no over-raising is required. It has four tamping tools, mounted two on each side of the tie. Only one machine operator and a man for sighting the raise are needed. *Railway Maintenance Corp., Dept. RA, Box 1888, Pittsburgh 30.*

Insulating Material

The AT-400 series Transportation Insulation, a Fiberglas product, is designed for installation in railway cars. The manufacturer says it has these advantages: highly resistant to slumping under conditions of repeated wetting, freezing, thawing or drying out; its resilience permits ease of handling; it can be snapped into place without need of support until enclosing panels are installed; and it completely fills the area to be insulated. *Owens-Corning Fiberglas Corporation, Dept. RA, Toledo 1, Ohio.*

Lighting Regulator

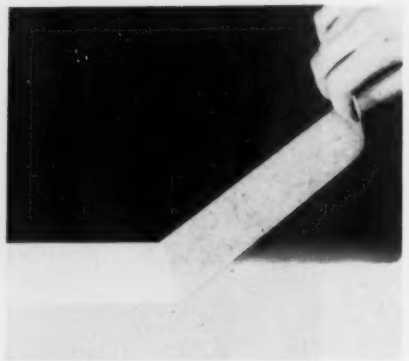
A rotary voltage regulator, giving stable output voltage for uniform passenger car lighting, virtually eliminates light flicker. Variable input voltages are transformed into a constant, uniform 60-volt output under any operating condition. Essentially, the regulator is a motor generator unit with the motor connected in series with the load and the generator connected in parallel with the load. The d-c motor part of the unit operates on differences between input and output voltages. *General Electric Co., Dept. RA, Schenectady 5, N. Y.*

Cool Welding Helmet

A fiber-glass welding helmet, designated Weld-Cool, is said to keep welders 50% cooler because 70% of the radiant heat is reflected by a white exterior shell. Conventional black is used on the interior to eliminate any possibility of diffusion of harmful light rays to the welder's eyes. A highly polished aluminum glass holder is provided for extra coolness. The manufacturer claims that Weld-Cool is flame-resistant and exceptionally strong. *American Optical Company, Dept. RA, Southbridge, Mass.*

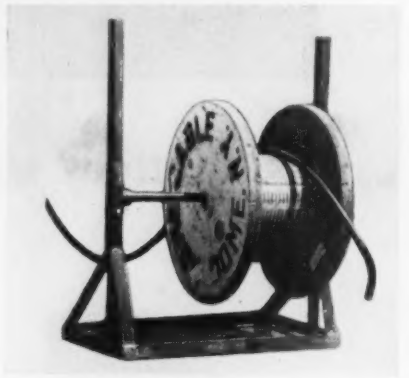
New Rust Solvent

Spray Nuts-Off is a proven combination of oils, penetrants and rust solvents chemically formulated to provide exceptionally fast solvent and penetrating properties. It is excellent for cleaning small parts, spark plugs, battery terminals and carburetors. Spray Nuts-Off has no offensive odor and is safe to use on the finest mechanism. It will loosen stud bolts in aluminum heads and will free corroded tail pipes and mufflers. Ideal for home or professional use. *Spray Products Corporation, P. O. Box 584, Camden, N. J.*



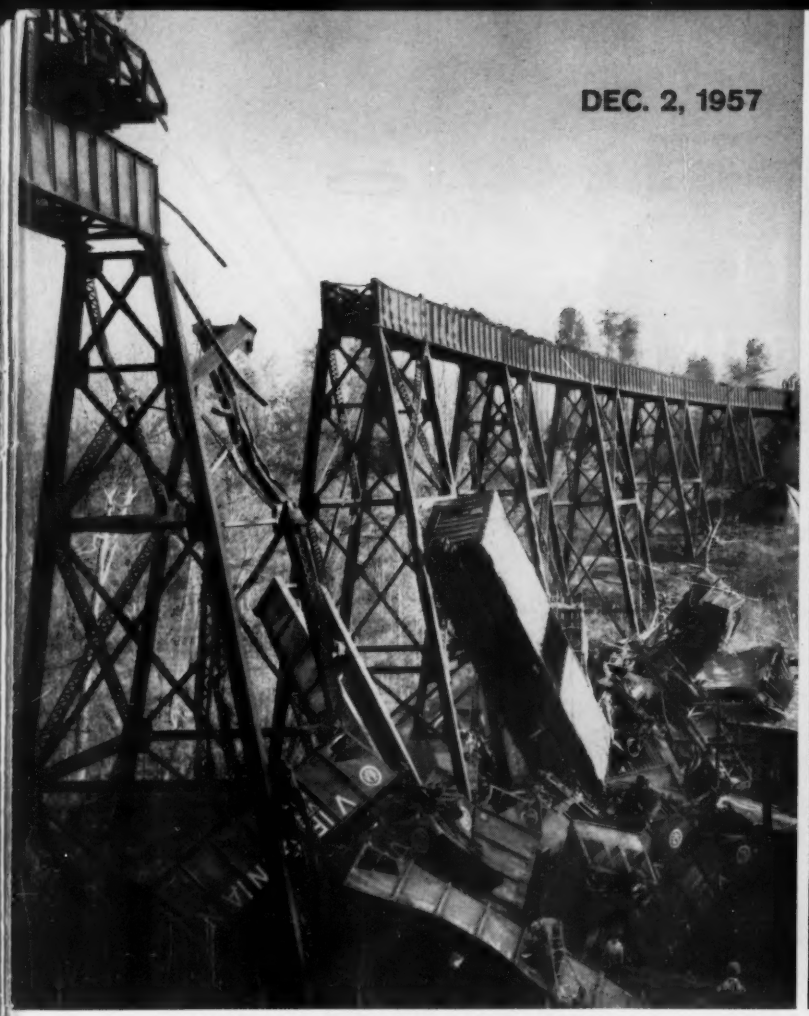
Pre-Masked Reflective Sheeting

Minnesota Mining and Manufacturing's new "Scotchlite" brand reflective sheeting is pre-masked to simplify two-tone railroad car and engine painting. The masked striping is applied before painting. The mask is painted over, then removed, leaving the reflective stripe. The paint "edge seals" the stripe. The same method also saves production and maintenance time in applying numbers, letters and insignia, the manufacturer reports. *Minnesota Mining & Manufacturing Co., Dept. RA, 900 Bush st., St. Paul 6, Minn.*



Cable Reel Stand

Easily carried on the job, the Hykon Reelift requires only two men to set up full reels of cable, ready to pull in minutes. The Reelift provides a safe, rigid base for fast cable pay-out, and can be readily adjusted to handle reels of any diameter of up to 48 inches. Damaged or broken reel flanges are no problem. The device is all-welded and built for heavy duty. The reel stand measures 3 ft by 2 ft on the base, and 4 ft in height. *Hykon Manufacturing Company, Dept. RA, P. O. Box 923, Alliance, Ohio.*



ACCIDENT OCCURRED 12:30 a.m., December 2, 1957

TRAIN SERVICE RESTORED 12:10 a.m., December 15, 1957

Photos courtesy of George Smith, THE LYNCHBURG ADVANCE.

American Bridge completes bridge repair job 8 days ahead of schedule!

First Train Crosses Rebuilt Trestle Just 12 Days, 23 Hours, 40 Minutes After Wreck

When a broken rail caused 39 loaded freight cars to plunge off a 75′ high trestle at Phenix, Virginia, the damage to the structure was so extensive that bridge engineers figured it would take fully three weeks to repair the trestle and restore service.

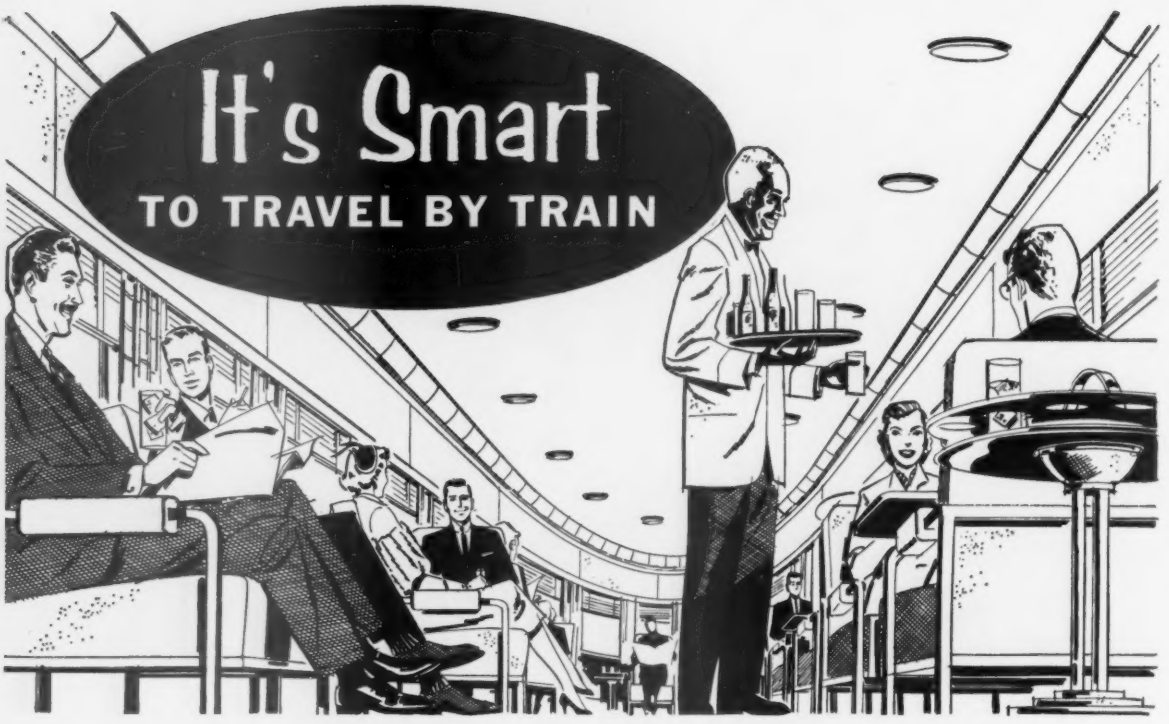
The accident happened at 12:30 a.m., December 2, 1957. American Bridge was called in immediately after assessing the damage. Instructions were quickly sent to the Roanoke Plant where round-the-clock work began on fabricating the structural steel needed to replace the bent and twisted spans and numerous other parts. They fabricated two girder spans approximately 30 feet long, and a third about 60 feet long. This plant also fabricated several 60-foot tower legs and numerous other parts including necessary bracing units.

The American Bridge erecting crew was busy at the site only four days after the accident happened. Working two ten-hour shifts, seven days a week, the erecting crew completed the job at 12:10 a.m., December 15, 1957, *8 days ahead* of the estimated schedule. The first train crossed the bridge just 12 days, 23 hours and 40 minutes after the accident.

Fortunately, emergencies such as this are rare; but when they do occur, you can rely on American Bridge to help you meet them. In everyday construction and repair jobs, too, American Bridge offers the ultimate in equipment, experience and engineering know-how.

American Bridge Division of USS United States Steel

General Offices: 525 William Penn Place, Pittsburgh, Pa. Contracting Offices in: Ambridge · Atlanta · Baltimore · Birmingham Boston · Chicago · Cincinnati · Cleveland · Dallas · Denver · Detroit · Elmira · Gary · Houston · Los Angeles · Memphis · Minneapolis New York · Orange, Texas · Philadelphia · Pittsburgh · Portland, Ore. · Roanoke · St. Louis · San Francisco · Trenton United States Steel Export Company, New York



These Fine Trains to Serve You!

THE SOUTH WIND . . . . . between Chicago and the East and West Coasts of Florida, every other day.

THE GULF WIND . . . . . deluxe overnighter between New Orleans and Jacksonville, daily.

THE HUMMING BIRD . . . . . daily Pullman-coach streamliner between Chicago, St. Louis, Cincinnati and the Mississippi Gulf Coast and New Orleans; through sleeper between Louisville and Atlanta.

THE PAN-AMERICAN . . . . . between Cincinnati and the Mississippi Gulf Coast and New Orleans, daily.

THE GEORGIAN . . . . . daily overnight Pullman-coach streamliner between Chicago, St. Louis and Atlanta; through sleeper between Atlanta and Louisville.

These famous L & N trains offer modern Pullman accommodations; comfortable reclining seat coaches; friendly lounge cars; unexcelled dining car service.

L&N

The Dixie Line

SEE US ABOUT YOUR VACATION TRAVEL PLANS.

Inquire About the Rail Travel Credit Card Plan.
Ask your L & N Ticket Agent to have a Hertz Driv-Ur-Self car awaiting your arrival.

LOUISVILLE & NASHVILLE R. R.

One large railroad recently sprayed a bridge with Dearborn NO-OX-ID at a cost of only $15,000. It formerly cost $144,000 to paint this bridge by conventional methods. They will never paint another bridge! Are you interested in savings like this? Mail the coupon.

FOR LONG-TERM PROTECTION

Dearborn NO-OX-ID®

Dearborn Chemical Company
Dept. RA-NO, Merchandise Mart Plaza
Chicago 54, Ill.

Please send information on bridge spraying with Dearborn NO-OX-ID.

Name.....*Pos*.....

Railroad.....

Address.....

City.....*Zone*....*State*.....

Manufacturing plants in CHICAGO • LINDEN • LOS ANGELES • TORONTO • HONOLULU • HAVANA • BUENOS AIRES

Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year	Miles of road operated	Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl. locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent B. O.	Road-locos on lines: Per cent B. O.
New England Region												
Boston & Maine 1958	1,559	201,210	202,022	4,273	7,384	61.9	511,534	197,518	67	1	5	6.8
1957	1,560	230,557	237,047	10,522	9,282	65.1	620,311	251,272	72	..	2	2.7
Maine Central 1958	944	88,550	88,775	1,791	2,869	59.5	209,353	83,573	30	..	2	6.3
1957	944	103,730	104,270	2,124	3,475	61.0	246,093	100,799	30	..	3	9.1
N. Y., N. H. & Hfd 1958	1,739	196,907	196,907	12,748	8,320	62.9	550,700	214,162	68	..	17	20.0
1957	1,739	236,844	236,844	17,078	10,708	65.9	684,569	271,537	83	..	13	13.5
Great Lakes Region												
Delaware & Hudson 1958	764	138,991	142,530	3,843	6,825	63.0	493,862	243,254	33	..	4	10.8
1957	771	169,248	174,704	6,984	9,150	68.8	651,736	350,979	40	..	2	4.8
Del., Lack. & Western 1958	927	210,403	222,740	18,493	9,290	65.1	620,779	257,886	55	..	7	11.3
1957	962	252,850	264,324	22,726	11,700	68.0	767,950	331,297	65	..	1	1.5
Erie 1958	2,207	472,761	475,534	18,461	25,208	66.9	1,586,934	615,225	165	5	3	1.7
1957	2,207	541,355	549,397	15,233	30,032	68.6	1,881,870	763,218	169	..	..	..
Grand Trunk Western 1958	951	194,609	199,855	1,638	6,437	60.2	459,666	178,740	45	12	17	23.0
1957	951	245,208	250,939	1,885	7,958	58.3	585,327	231,152	53	7	19	24.1
Lehigh Valley 1958	1,117	173,854	176,799	8,246	7,415	65.6	506,516	230,013	32	..	2	5.9
1957	1,134	207,047	210,086	6,913	9,286	62.9	646,357	286,256	34	..	..	..
New York Central 1958	10,470	1,773,371	1,783,012	81,622	68,079	57.4	5,080,994	2,200,334	460	29	35	6.7
1957	10,570	2,183,997	2,207,482	96,341	88,615	58.6	6,552,857	2,851,998	539	3	51	8.6
New York, Chic. & St. L. 1958	2,155	533,852	547,273	3,725	22,738	61.4	1,625,859	682,975	142	5	7	4.5
1957	2,155	694,995	711,576	7,630	29,734	64.0	2,187,182	949,401	176	..	19	9.7
Pitts. & Lake Erie 1958	221	47,833	47,833	..	1,595	57.9	145,739	84,979	13	..	1	7.1
1957	221	64,729	64,729	..	2,754	67.0	238,468	147,501	14	..	..	..
Wabash 1958	2,379	423,793	424,258	4,033	18,540	61.2	1,289,045	498,063	115	..	2	1.7
1957	2,379	499,348	499,521	5,705	22,169	65.3	1,473,317	587,116	110	..	3	2.7
Central Eastern Region												
Baltimore & Ohio 1958	5,830	1,156,578	1,240,303	73,902	43,328	58.1	3,671,689	1,676,966	418	111	17	3.1
1957	5,897	1,480,770	1,644,442	147,334	58,834	62.1	4,751,022	2,294,725	459	6	104	18.3
Bessemer & Lake Erie 1958	208	26,601	26,762	2	578	56.7	56,052	29,940	9	5	1	6.7
1957	208	32,740	33,728	86	1,186	62.4	126,998	78,673	14	1	..	..
Central RR Co. of New Jersey 1958	612	99,385	100,625	5,022	3,696	62.7	289,868	151,295	63	..	4	6.0
1957	612	103,060	104,178	5,561	3,898	66.6	283,432	144,945	68	..	2	2.9
Chicago & Eastern Ill. 1958	863	124,681	124,681	2,639	4,373	62.3	333,525	162,216	24	..	5	17.2
1957	862	119,299	119,299	2,896	5,525	64.8	404,838	196,019	28	..	4	12.5
Elgin, Joliet & Eastern 1958	236	63,524	64,131	..	1,797	59.8	150,455	80,006	36	3	4	9.3
1957	236	89,479	89,936	..	2,671	61.0	221,922	118,201	36	..	4	10.0
Long Island 1958	345	19,203	19,203	5,795	159	54.3	11,685	4,859	12	..	..	..
1957	345	21,205	21,205	6,488	229	54.3	17,007	7,542	12	..	..	..
Pennsylvania System 1958	9,900	2,266,563	2,385,845	150,885	89,555	60.9	6,621,114	2,910,670	687	77	205	21.2
1957	9,914	2,816,391	2,987,679	206,411	114,944	63.0	8,440,032	3,893,910	832	39	198	18.5
Reading 1958	1,303	284,063	285,715	7,943	10,099	57.3	880,304	477,156	156	14	15	8.1
1957	1,303	336,847	339,225	12,215	13,413	61.7	1,113,881	593,757	160	19	20	10.1
Western Maryland 1958	845	128,816	133,447	7,049	4,853	58.3	427,611	236,132	49	4	..	..
1957	846	163,195	170,768	10,844	6,742	61.9	579,106	328,174	46	..	..	..
Pocahontas Region												
Chesapeake & Ohio 1958	5,067	1,077,577	1,081,466	19,544	45,924	54.8	4,124,645	2,241,258	598	21	10	1.6
1957	5,067	1,413,575	1,418,862	26,922	61,074	54.9	5,508,476	3,032,560	594	8	74	10.9
Norfolk & Western 1958	2,109	539,919	580,043	43,893	24,748	54.4	2,411,259	1,292,787	198	70	6	2.2
1957	2,110	694,501	743,925	62,699	33,537	56.9	3,244,255	1,785,531	242	6	21	7.8
Rich. Fred. & Potomac 1958	110	34,526	34,526	680	2,056	58.3	145,455	55,721	14	..	1	6.7
1957	110	41,325	41,325	813	2,759	64.9	181,188	70,371	15	..	..	..
Virginian 1958	608	133,070	134,990	3,177	6,586	51.6	654,101	365,698	54	11	12	15.6
1957	611	172,042	175,432	5,039	8,896	53.8	871,656	492,498	60	1	8	11.6
Southern Region												
Atlantic Coast Line 1958	5,282	601,173	601,173	6,419	20,760	54.5	1,633,478	695,807	113	18	2	1.5
1957	5,283	744,173	744,173	10,713	24,450	58.1	1,845,895	803,714	131	..	4	3.0
Central of Georgia 1958	1,730	173,094	173,094	1,739	6,666	62.8	490,266	231,369	35	..	1	2.8
1957	1,731	172,845	172,845	1,793	7,196	68.2	507,570	248,280	32	..	3	8.6
Cinn., New Orleans & T. P. 1958	334	114,394	114,394	725	6,789	58.6	458,996	184,256	21	..	7	25.0
1957	336	127,999	127,999	406	8,464	66.1	527,525	223,506	22	..	9	29.0
Florida East Coast 1958	571	109,732	109,732	349	3,477	54.3	273,323	100,902	51	..	2	3.8
1957	571	135,258	135,258	38	4,441	53.5	343,176	117,043	49	..	..	..
Gulf, Mobile & Ohio 1958	2,717	241,225	241,225	114	13,072	64.2	932,535	433,195	85	..	6	6.6
1957	2,717	258,390	258,390	72	15,104	68.5	1,044,201	491,949	81	..	10	11.0
Illinois Central 1958	6,497	941,718	941,718	26,543	39,639	59.0	2,968,047	1,330,330	225	71	79	21.1
1957	6,503	1,093,347	1,093,347	29,964	45,976	60.1	3,418,673	1,549,727	273	47	63	16.4
Louisville & Nashville(*) 1958	5,680	920,750	921,994	18,169	31,916	56.0	2,555,168	1,221,222	155	..	5	3.1
1957	5,697	968,169	973,365	16,861	35,253	62.5	2,642,138	1,332,255	181	..	6	3.2
Seaboard Air Line 1958	4,049	559,188	559,188	1,666	21,089	56.2	1,670,508	735,271	144	..	5	3.4
1957	4,051	642,126	642,126	2,474	25,572	62.3	1,895,249	865,551	153	..	6	3.8
Southern 1958	6,249	756,144	756,381	7,720	33,657	61.3	2,361,066	1,053,508	189	1	21	10.0
1957	6,251	796,936	797,006	9,111	39,356	66.7	2,607,590	1,202,606	164	12	12	6.4
Northwestern Region												
Chicago & North Western 1958	9,296	753,831	753,831	8,168	26,344	60.1	1,965,596	895,696	164	5	10	5.6
1957	9,296	788,322	789,273	8,949	29,798	61.6	2,196,894	893,940	176	2	7	3.8
Chicago Great Western 1958	1,437	121,585	121,585	175	5,899	65.6	411,884	186,902	29	..	1	3.3
1957	1,437	125,878	125,878	192	7,468	65.3	528,733	243,455	31	..	1	3.1
Chic., Milw., St. P. & Pac. 1958	10,583	783,402	794,376	13,469	33,420	61.5	2,383,361	1,046,125	288	9	9	2.9
1957	10,621	837,920	849,296	15,429	36,719	65.5	2,531,676	1,133,846	287	1	17	5.6
Duluth, Missabe & Iron Range 1958	565	23,719	23,730	161	416	52.7	30,781	13,513	33	50	25	23.1
1957	566	32,048	32,062	622	568	47.7	48,572	20,936	17	36	22	29.3
Great Northern 1958	8,262	807,264	810,203	19,393	33,299	67.8	2,264,003	1,016,888	248	30	1	.4
1957	8,273	1,016,771	1,020,162	34,513	35,538	68.0	2,492,745	1,157,391	228	72	10	3.2
Minneap., St. P. & S. St. Marie 1958	4,169	362,476	362,831	783	11,625	64.8	771,154	356,925	86	8	2	2.1
1957	4,169	366,649	368,179	1,530	12,602	65.4	824,680	388,815	81	5	9	9.5
Northern Pacific 1958	6,533	642,068	649,750	10,385	26,853	65.3	1,836,780	810,309	203	43	4	1.6
1957	6,536	715,432	727,769	19,175	29,581	69.2	1,991,931	918,895	241	63	26	7.9
Spokane, Portland & Seattle 1958	944	120,787	120,787	1,108	5,094	72.2	341,411	161,979	54	..	1	1.8
1957	944	131,776	131,776	1,274	5,274	70.0	347,772	156,131	53	..	2	3.6
Central Western Region												
Atch., Top. & S. Fe (incl. 1958	13,150	1,858,409	1,974,355	36,714	87,024	61.4	6,198,651	2,301,111	516	72	98	14.3
G. D. & S. F. and P. & S. F.) 1957	13,172	2,206,773	2,328,021	44,889	102,659	63.3	7,134,798	2,733,406	553	48	64	9.6
Chic., Burl. & Quincy 1958	8,724	896,539	894,113	24,558	39,881	63.3	2,754,694	1,183,092	133	38	57	25.0
1957	8,765	938,886	934,140	22,740	42,605	66.5	2,850,557	1,244,827	149	44	31	13.8
Chic., Rock I. & Pac. 1958	7,614	848,558	849,837	1,942	34,573	59.5	2,513,022	1,004,132	176	..	10	5.4
1957	7,581	888,806	889,628	2,399	35,863	62.1	2,556,521	1,054,124	171	..	4	2.3
Denver & R. G. Wn. 1958	2,155	220,283	234,002	19,518	11,213	70.7	766,627	367,854	75	14	5	5.3
1957	2,155	271,503	290,748	33,236	13,350	70.8	929,651	457,899	74	6	4	4.8
Southern Pacific 1958	8,035	1,619,515	1,695,514	86,402	77,176	61.0	5,374,110	2,134,256	625	121	46	5.8
1957	8,036	1,748,445	1,818,014	82,543	84,277	65.3	5,651,418	2,352,995	600	123	45	5.9
Union Pacific 1958	9,753	1,698,548	1,734,998	60,240	80,977	61.9	5,654,644	2,287,452	309	150	69	13.1
1957	9,786	1,920,946	1,970,479	76,159	91,781	66.4	6,210,691	2,709,073	399	71	98	17.3
Western Pacific 1958	1,189	191,944	206,202	7,324	8,532	67.9	577,670	258,599	43	3	..	..
1957	1,190	202,662	221,182	13,016	9,266	71.8	604,974	277,746	45	..	1	2.2
Southwestern Region												
Kansas City Southern 1958	886	131,835	131,965	29	7,632	63.8	580,944	266,344	27	..	1	3.6
1957	886	149,350	149,373	333	8,601	65.2	644,751	297,981	25	..	1	3.8
Louisiana & Arkansas 1958	746	76,931	76,931	5	3,693	61.4	298,055	138,900	16	..	..	..
1957	746	82,530	82,530	88	3,777	63.8	300,005	143,361	19	..	..	..
Mo.-Kans.-Texas Lines 1958	3,059	220,196	220,196	2,108	10,957	62.8	758,214	340,382	76	..	3	3.8
1957	3,172	299,722	299,722	3,380	13,779	63.2	927,112	318,753	71	..	5	6.6
Missouri Pacific 1958	9,585	1,059,645	1,059,645	8,047	48,323	61.1	3,526,933	1,510,567	219	14	9	3.7
1957	9,662	1,127,355	1,127,355	8,957	51,892	63.0	3,675,791	1,625,066	328	..	50	13.2
St. Louis-San Francisco 1958	4,558	516,060	516,060	4,790	20,444	64.6	1,402,946	628,850	100	..	11	9.9
1957	4,573	569,044	569,044	5,413	22,644	68.0	1,517,092	699,441	100	..	12	10.7
St. Louis-San Fran. & Texas. 1958	141	15,892	15,892	..	543	57.0	42,062	18,796	2	..	..	..
1957	154	18,177	18,177	..	621	57.2	47,633	21,192	2	..	..	..
St. Louis Southw. Lines 1958	1,554	291,896	291,902	1,435	13,889	63.0	924,625	413,321	52	..	2	3.7
1957	1,554	322,546	322,566	1,531	15,743	67.9	1,005,545	449,492	51	..	1	1.9
Texas & New Orleans 1958	4,271	551,304	551,304	486	24,491	57.2	1,820,369	744,181	137	..	3	2.1
1957	4,285	610,742	610,742	616	26,853	63.5	1,889,519	824,795	136	..	2	1.4
Texas & Pacific 1958	1,822	277,423	277,423	2,510	14,151	58.2	1,070,185	377,732	41	..	2	4.7
1957	1,822	285,588	285,588	4,941	14,228	61.0	1,060,766	396,138	44	..	1	2.2

For the Month of February 1958 Compared with February 1957

Region, Road and Year		Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New England Region	Boston & Maine 1958	3,023	8,652	11,675	2.3	38,522	2,555	987	26.7	628	37.9	4,525	15.2	108.4
	1957	1,372	9,182	10,554	1.3	41,542	2,699	1,093	27.1	844	47.9	5,753	15.4	136.8
	Maine Central 1958	2,520	2,728	5,248	4.2	32,268	2,371	946	29.1	581	33.5	3,162	13.6	116.7
	1957	1,900	3,790	5,690	2.7	31,816	2,375	973	29.0	622	35.2	3,814	13.4	126.2
	N. Y., N. H. & Htfd 1958	3,854	13,152	17,006	2.6	42,450	2,797	1,088	25.7	479	29.6	4,398	15.2	105.2
	1957	2,086	14,007	16,093	2.6	47,072	2,890	1,146	25.4	604	36.2	5,577	16.3	117.9
Great Lakes Region	Delaware & Hudson 1958	5,929	5,576	11,505	4.2	59,408	3,573	1,760	35.6	759	33.8	11,371	16.7	152.9
	1957	1,990	6,522	8,512	4.5	64,644	3,867	2,082	38.4	1,427	54.1	16,258	16.8	172.6
	Del., Lack. & Western 1958	7,027	11,071	18,098	6.2	48,408	3,006	1,249	27.8	524	29.0	9,936	16.4	152.4
	1957	4,279	11,025	15,304	3.1	54,686	3,078	1,328	28.3	718	37.3	12,299	18.0	171.6
	Erie 1958	12,376	15,784	28,160	4.4	68,290	3,385	1,312	24.4	790	48.4	9,956	20.3	114.7
	1957	6,371	20,188	26,559	2.2	67,253	3,501	1,420	25.4	1,011	58.0	12,351	19.3	131.3
	Grand Trunk Western 1958	5,878	6,304	12,182	6.1	52,684	2,381	926	27.8	510	30.5	6,712	22.3	102.9
	1957	3,497	8,952	12,449	6.7	51,748	2,404	949	29.0	634	37.5	8,681	21.7	133.5
	Lehigh Valley 1958	6,544	8,059	14,603	8.2	58,959	2,941	1,335	31.0	566	27.8	7,354	20.2	211.0
	1957	4,266	9,862	14,128	4.0	70,849	3,135	1,388	30.8	729	37.6	9,015	22.7	245.4
	New York Central 1958	82,016	71,461	153,477	4.6	49,213	2,896	1,254	32.3	522	28.1	7,506	17.2	145.4
	1957	49,812	98,292	148,104	2.8	50,093	3,047	1,326	32.2	717	38.0	9,636	16.7	156.2
	New York, Chic. & St. L. 1958	13,748	8,741	22,489	10.2	55,768	3,089	1,298	30.0	1,054	57.1	11,319	18.3	138.3
	1957	7,418	18,207	25,625	6.1	55,460	3,153	1,388	31.9	1,324	64.8	15,734	17.9	144.8
	Pitts. & Lake Erie 1958	8,667	3,346	12,013	7.2	50,099	3,069	1,789	53.3	252	8.2	13,733	16.4	107.9
	1957	3,417	9,017	12,434	5.1	54,644	3,703	2,290	53.6	425	11.8	23,837	14.8	181.0
	Wabash 1958	10,254	10,042	20,296	6.7	66,856	3,052	1,179	26.9	878	53.4	7,477	22.0	138.2
	1957	8,891	11,304	20,195	3.4	63,965	2,965	1,181	26.5	1,045	60.4	8,814	21.7	169.0
Central Eastern Region	Baltimore & Ohio 1958	62,541	37,344	99,885	11.4	50,326	3,220	1,471	38.7	597	26.5	10,273	15.9	91.9
	1957	44,361	55,563	99,924	4.0	50,305	3,267	1,578	39.0	812	33.5	13,898	15.7	117.4
	Bessemer & Lake Erie 1958	9,263	350	9,613	7.4	38,157	2,332	1,245	51.8	110	3.7	5,141	18.1	73.6
	1957	5,129	862	5,991	8.6	64,433	4,053	2,511	66.3	523	12.6	13,508	16.6	98.7
	Central RR Co. of New Jersey 1958	3,969	8,150	12,119	12.6	41,457	3,070	1,602	40.9	436	17.0	8,829	14.2	79.8
	1957	2,194	10,986	13,180	6.6	39,110	2,866	1,466	37.2	396	16.0	8,459	14.2	79.9
	Chicago & Eastern Ill. 1958	3,346	2,837	6,183	13.3	55,329	2,691	1,309	37.1	935	40.4	6,713	20.7	160.8
	1957	2,501	4,520	7,021	9.6	62,678	3,411	1,652	35.5	1,057	46.0	8,121	18.5	142.6
	Elgin, Joliet & Eastern 1958	8,277	5,693	13,970	6.6	21,630	2,497	1,328	44.5	207	7.8	12,107	9.1	71.6
	1957	7,090	20,274	27,364	3.6	19,111	2,624	1,397	44.3	178	6.6	17,888	7.7	104.3
	Long Island 1958	..	2,766	2,766	..	5,052	620	258	30.6	65	3.9	593	8.3	110.2
	1957	..	4,144	4,144	.4	6,052	826	366	32.9	74	4.2	781	7.5	126.8
	Pennsylvania System 1958	131,172	62,061	193,233	11.6	51,769	2,991	1,315	32.5	539	27.2	10,500	17.7	100.7
	1957	108,557	87,565	196,122	7.6	51,777	3,079	1,420	33.9	709	33.2	14,027	17.3	116.2
	Reading 1958	18,660	16,850	35,510	9.1	48,416	3,099	1,680	47.3	478	17.7	13,079	15.6	67.6
	1957	12,045	23,851	35,896	2.4	51,016	3,307	1,763	44.3	578	21.2	16,274	15.4	76.3
	Western Maryland 1958	8,111	2,860	10,971	2.3	48,803	3,401	1,878	48.7	736	25.9	9,980	14.7	104.4
	1957	4,973	4,812	9,785	2.1	51,389	3,620	2,051	48.7	1,211	40.2	13,854	14.5	157.6
Pocahontas Region	Chesapeake & Ohio 1958	69,519	19,436	88,955	2.0	72,567	3,847	2,090	48.8	955	32.8	15,797	19.0	67.7
	1957	52,098	29,160	81,258	.6	72,423	3,920	2,158	49.7	1,336	49.0	21,375	18.6	82.1
	Norfolk & Western 1958	49,951	7,926	57,877	.9	79,271	4,581	2,456	52.2	800	28.1	21,892	17.7	88.5
	1957	38,512	10,994	49,506	1.3	82,264	4,800	2,642	53.2	1,298	42.8	30,222	17.6	119.1
	Rich. Fred. & Potomac 1958	186	787	973	2.1	93,963	4,218	1,616	27.1	2,088	132.1	18,091	22.3	88.3
	1957	57	918	975	1.2	92,302	4,394	1,707	25.5	2,450	147.9	22,848	21.1	107.9
	Virginian 1958	14,123	1,519	15,642	2.0	72,205	5,020	2,807	55.5	806	28.1	21,481	14.7	72.2
	1957	10,800	2,440	13,240	1.2	70,597	5,156	2,913	55.4	1,362	45.7	28,788	13.9	104.5
Southern Region	Atlantic Coast Line 1958	24,854	13,460	38,314	4.1	48,529	2,726	1,161	33.5	639	35.0	4,705	17.9	183.5
	1957	18,790	18,926	37,716	4.5	46,396	2,494	1,086	32.9	760	39.8	5,433	18.7	217.8
	Central of Georgia 1958	4,730	4,131	8,861	3.4	50,114	2,838	1,339	34.7	920	42.2	4,776	17.7	190.5
	1957	2,301	6,674	8,975	2.8	51,431	2,941	1,439	34.5	991	42.1	5,123	17.5	196.2
	Cinn., New Orleans & T. P. 1958	661	6,493	7,154	.7	95,505	4,022	1,614	27.1	951	59.8	19,702	23.8	152.7
	1957	294	4,644	4,938	.2	95,376	4,138	1,753	26.4	1,562	89.5	23,757	23.1	155.1
	Florida East Coast 1958	709	3,357	4,066	.7	40,837	2,491	920	29.0	871	55.3	6,311	16.4	82.5
	1957	302	5,921	6,223	.3	38,348	2,542	867	26.4	734	52.1	7,321	15.1	111.2
	Gulf, Mobile & Ohio 1958	8,295	8,055	16,350	7.4	76,001	3,867	1,796	33.1	922	43.3	5,694	19.7	101.7
	1957	5,110	10,982	16,092	6.9	79,268	4,043	1,905	32.6	1,115	50.0	6,467	19.6	109.7
	Illinois Central 1958	29,773	18,340	48,113	2.8	55,969	3,181	1,426	33.6	979	49.4	7,313	17.8	100.2
	1957	25,220	27,937	53,157	2.2	54,647	3,166	1,435	33.7	1,067	52.7	8,511	17.5	112.9
	Louisville & Nashville(*) 1958	42,127	13,791	55,918	4.8	50,949	2,781	1,329	38.3	776	36.2	7,679	18.4	232.1
	1957	30,384	19,252	49,636	4.8	49,249	2,735	1,379	37.8	955	40.5	8,352	18.0	205.0
	Seaboard Air Line 1958	18,011	11,820	29,831	2.7	55,308	3,044	1,340	34.9	873	44.5	6,485	18.5	159.6
	1957	11,940	19,938	31,878	1.9	55,599	2,997	1,369	33.8	1,006	47.7	7,631	18.8	171.2
	Southern 1958	22,718	24,562	47,280	4.6	52,586	3,132	1,398	31.3	804	41.9	6,021	16.8	143.0
	1957	17,170	26,097	43,267	3.9	54,644	3,283	1,514	30.6	1,005	49.3	6,871	16.7	161.0
Northwestern Region	Chicago & North Western 1958	24,436	24,496	48,932	5.1	47,881	2,620	1,194	34.0	635	31.1	3,441	18.4	167.6
	1957	19,134	37,103	56,237	4.6	48,170	2,833	1,153	30.0	603	32.6	3,434	17.3	173.7
	Chicago Great Western 1958	2,839	3,568	6,407	3.5	65,399	3,394	1,540	31.7	1,466	50.4	4,645	19.3	151.0
	1957	1,575	4,449	6,024	3.1	78,296	4,206	1,937	32.6	1,389	65.2	6,051	18.6	146.9
	Chic., Milw., St. P. & Pac. 1958	37,902	21,566	59,468	5.6	59,965	3,054	1,340	31.3	624	32.4	3,530	19.7	102.6
	1957	28,435	30,722	59,157	6.6	58,647	3,031	1,357	30.9	679	33.6	3,813	19.4	110.0
	Duluth, Missabe & Iron Range 1958	13,501	476	13,977	5.0	19,631	1,370	602	32.5	34	2.0	854	15.1	9.2
	1957	12,685	970	13,655	2.9	23,775	1,579	680	36.9	55	3.1	1,321	15.7	19.3
	Great Northern 1958	26,361	15,306	41,667	3.3	60,304	2,826	1,269	30.5	856	41.4	4,396	21.5	114.5
	1957	20,738	22,479	43,217	3.0	50,998	2,475	1,149	32.6	997	45.0	4,996	20.8	123.3
	Minneap., St. P. & S. St. Marie 1958	7,400	7,484	14,884	3.5	45,957	2,133	987	30.7	835	42.0	3,058	21.6	154.7
	1957	5,766	9,563	15,329	5.2	46,304	2,261	1,066	30.9	943	46.7	3,331	20.6	157.4
	Northern Pacific 1958	20,768	12,901	33,669	3.4	61,144	2,863	1,263	30.2	878	44.6	4,430	21.4	97.3
	1957	18,468	17,202	35,670	3.7	55,656	2,795	1,289	31.1	924	43.0	5,021	20.0	90.7
	Spokane, Portland & Seattle 1958	1,791	3,499	5,290	2.7	43,464	2,844	1,349	31.8	1,047	45.6	6,128	15.4	87.9
	1957	1,674	5,007	6,681	.9	37,797	2,651	1,190	29.6	877	42.3	5,907	14.3	97.2
Central Western Region	Atch., Top. & S. Fe (incl. G. D. & S. F. and P. & S. F.) 1958	59,597	23,967	83,564	5.9	78,931	3,341	1,240	26.4	964	59.3	6,250	23.7	112.3
	1957	57,018	36,179	93,197	4.6	78,385	3,237	1,240	26.6	1,041	61.7	7,411	24.2	134.8
	Chic., Burl. & Quincy 1958	24,660	20,084	44,744	3.0	66,550	3,080	1,323	29.7	955	50.8	4,843	21.7	150.2
	1957	21,435	22,282	43,717	2.9	66,501	3,040	1,328	29.2	1,041	53.6	5,072	21.9	162.6
	Chic., Rock I. & Pac. 1958	17,531	22,456	39,987	5.6	61,591	2,968	1,186	29.0	886	51.3	4,710	20.8	174.1
	1957	11,866	22,305	34,171	5.8	60,672	2,886	1,190	29.4	1,117	61.2	4,966	21.1	190.0
	Denver & R. G. Wn. 1958	9,455	4,291	13,746	4.0	68,688	3,489	1,674	32.8	958	41.3	6,096	19.7	101.6
	1957	6,768	6,248	13,016	3.4	65,298	3,433	1,691	34.3	1,242	51.1	7,589	19.1	142.9
	Southern Pacific 1958	37,257	30,353	67,610	1.8	69,478	3,349	1,330	27.7	1,160	68.7	9,486	20.9	87.7
	1957	28,768	38,245	67,013	1.9	65,886	3,279	1,365	27.9	1,276	69.9	10,457	20.4	95.5
	Union Pacific 1958	34,809	28,154	62,963	1.8	88,014	3,353	1,356	28.2	1,314	75.1	8,376	26.4	125.8
	1957	30,599	31,749	62,348	1.8	83,038	3,260	1,422	29.5	1,537	78.4	9,887	25.7	132.9
	Western Pacific 1958	2,996	2,420	5,416	2.4	77,229	3,031	1,357	30.3	1,676	81.4	7,768	25.7	171.7
	1957	2,364	3,332	5,696	1.8	71,015	3,012	1,383	30.0	1,786	83.1	8,336	23.8	188.3
Southwestern Region	Kansas City Southern 1958	2,580	5,498	8,078	3.8	94,386	4,468	2,048	34.9	1,219	54.7	10,736	21.4	187.2
	1957	2,011	5,305	7,316	4.4	91,041	4,343	2,007	34.6	1,439	63.7	12,011	21.1	231.2
	Louisiana & Arkansas 1958	2,340	3,707	6,047	5.2	77,923	3,929	1,831	37.6	853	36.9	6,650	20.1	184.1
	1957	1,653	3,538	5,191	6.1	71,686	3,645	1,742	38.0	981	40.5	6,863	19.7	189.5
	Mo.-Kans.-Texas Lines 1958	6,047	5,956	12,003	6.8	65,139	3,463	1,555	31.1	1,005	51.5	3,974	18.9	109.5
	1957	4,471	7,136	11,607	6.6	63,549	3,100	1,066	23.1	982	67.1	3,589	20.5	147.1
	Missouri Pacific 1958	26,630	18,187	44,817	5.9	72,207	3,341	1,431	31.3	1,175	61.5	5,628	21.7	165.6
	1957	19,281	24,911	44,192	4.0	69,375	3,270	1,446	31.3	1,286	66.1	6,007	21.3	115.0
	St. Louis-San Francisco 1958	14,877	9,994	24,871	1.9	57,863	2,729	1,223	30.8	912	45.9	4,927	21.3	185.9
	1957	12,186	11,664	23,850	2.7	57,400	2,678	1,235	30.9	1,024	48.8	5,463	21.5	203.6
	St. Louis-San Fran. & Texas. 1958	..	585	585	1.9	45,325	2,657	1,187	34.6	1,188	60.2	4,761	17.1	298.5
	1957	..	392	392	2.8	46,291	2,623	1,167	34.1	1,987	102.3	4,915	17.7	339.4
	St. Louis Southw. Lines 1958	2,791	4,074	6,865	1.1	72,994	3,171	1,417	29.8	2,137	114.0	9,499	23.0	205.3
	1957	2,178	4,666	6,844	1.0	69,569	3,121	1,395	28.6	2,377	122.6	10,330	22.3	232.0
	Texas & New Orleans 1958	8,091	14,331	22,422	1.6	72,352	3,319	1,357	30.4	1,139	65.6	6,223	21.9	151.4
	1957	5,509	16,252	21,761	1.2	65,645	3,113	1,359	30.7	1,388	71.2	6,874	21.2	171.0
	Texas & Pacific 1958	4,315	5,504	9,819	4.5	86,459	3,875	1,368	26.7	1,410	90.8	7,404	22.4	250.5
	1957	3,081	7,164	10,245	2.5	80,209	3,727	1,392	27.8	1,445	85.0	7,765	21.6	243.0

*Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.
Includes operations of Nashville, Chattanooga & St. Louis, merged into Louisville & Nashville on August 30, 1957.

RAILWAY AGE Service Page

Long live *this* king! May his line multiply and prosper for generations to come!

Yes, in modern railroading the passenger reigns supreme . . . and real passenger progress depends on his pleasure.

This modern-day king travels more . . . and better . . . than did the kings of old. But he is very much akin to regular kings . . . he's mighty choosy . . . and he's mighty important!

As his servants we are subject to his slightest whim. If he finds our "carriage" not to his liking, it's his royal prerogative to step into his 7-League Boots . . . or he may choose to travel in his personal chariot, even though he has to be his own chauffeur.

The Texas and Pacific Railway offers advantages that can't be matched by any other means of transportation . . . and if we can please His Royal Highness enough to make railway travel his first choice, there's no limit to our passenger progress.

TEXAS AND PACIFIC RAILWAY COMPANY

GO T&P

Initial Road Test Points to---

Fewer Train Oilings

AND

Improved Train Schedules

1. **SP 97920 MADE TWO ROUND-TRIP RUNS IN REGULAR FREIGHT TRAIN SERVICE FROM LOS ANGELES TO NEW ORLEANS AND RETURN. NO OIL WAS ADDED TO ANY BOX DURING EACH COMPLETE ROUND-TRIP.**

2. **THE BASIC FEATURE OF THE HONEYCOMB CORE, IN COMBINATION WITH THE CENTER-FEED PAD MADE THIS TEST RESULT POSSIBLE.**

FOR PROGRESSIVE RAILROADING

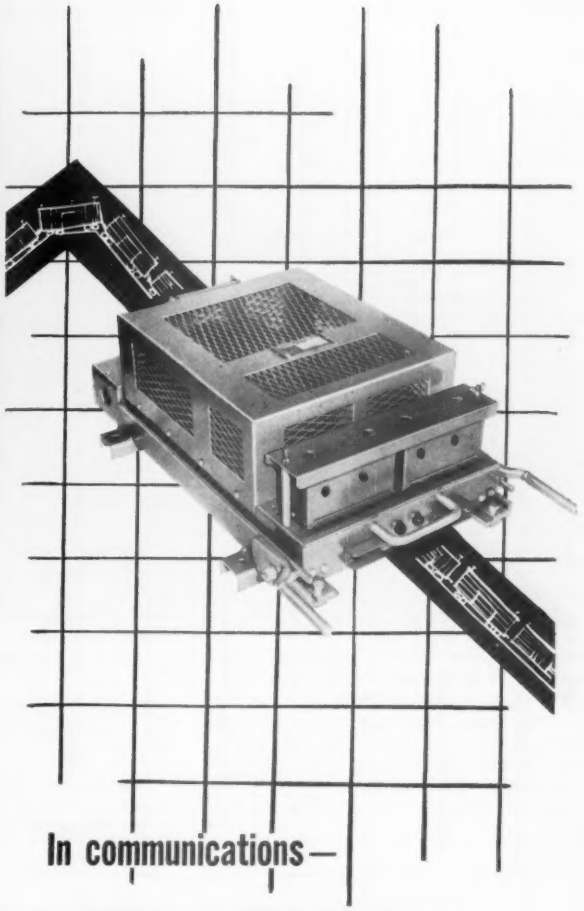
174,000 CARSETS TO DATE

$40 PER CARSET IN U. S. A.
10,000 CARSETS ALWAYS ON HAND
FIELD SERVICE IS AVAILABLE
LIFE EXPECTANCY—6 YEARS

MILLER LUBRICATOR CO.

Winona, Minnesota

In Canada: Napanee Iron Works, Napanee, Ontario and Montreal, Quebec



In communications—

Only independent AC power will keep your costs down

Here's why: Communications equipment designed to operate from 110 volts AC is less complicated, more economical, far easier to service, and lower in first cost. Identical equipment can be used throughout the system, with resultant reduction in parts inventory. Cornell-Dubilier Inverters will operate this equipment from any standard battery source . . . and run it at top efficiency, day after day. For complete technical data on economical conversion from 12V., 32V., 64V., and 120V. D-C to 110V. A-C, or for engineering consultation, write to Cornell-Dubilier Electric Corporation, **Dept.R-48,** 2900 Columbia Ave., Indianapolis, Ind.

CORNELL-DUBILIER

VIBRATOR INVERTER

The railroad-proven radio power supply first choice of experienced railroad men.

Current Publications

FROM THE MANUFACTURERS

HYSTER HYDRAULIC BACKHOE. 16 mm. film, sound, color, 11½ min. Hyster Company, Dept. RA, 2902 N.E. Clackamas st., Portland 8, Ore. Free on loan, or may be purchased for $66.50.

Purpose of the movie is to present the D4 Backhoe as a utility excavating machine for contractors, gas companies, and public works departments. Exclusive HYSTER® design features, such as the separate van-type pumps that power the swing-and-hoist actions, the powerful rack-and-gear type swing mechanism, the 240-degree swing arc, and the equalizer beam-and-strut mounting arrangement are described in detail as they combine to give the operator outstanding job performance.

Copies of the narration are available for study before showing the movie and for distribution at the showing. Also available for distribution at showings is a 16-page, 3-color catalog on the D4 Backhoe that parallels in presentation the subject matter of the movie but does so more comprehensively and in more detail.

•

TRANSPORTATION FINISHES, Descriptive Data. 4 pages, color. McDougall-Butler Co. Inc., Dept. RA, 2929 Main St., Buffalo 14. Free.

Contains descriptive data about finishes available for mechanical, diesel and car, maintenance of way, bridge and building and signal department applications. Color cards of the product described are available on request.

BULLETIN EOR 547A. 4-page folder. General Electric Company, Communication Products Department, Dept. RA, Electronics Park, Syracuse, N.Y. Free.

Introducing the company's new line of transistorized two-way radio equipment, the folder describes engineering advances made to provide the communication industry's first 60-watt transistor-powered mobile radios. GE now offers 30- and 60-watt transistor-powered units in low-band (25-54 mc), 25 and 50 watts in high band (144-174 mc) and 15 watts in UHF (450-470 mc). The bulletin explains benefits of transistorization to two-way radio users, pointing out that it provides more dependability, greater reliability and less "downtime." The GE transistor-powered equipment is specifically designed for 12-volt systems and may be used with either positive or negative ground.

•

COVERED HOPPER CAR. 8 pages, illustrated. Available from Greenville Steel Car Company, Greenville, Pa.

Describes Greenville GV covered hopper car. Included are complete specifications for the car, a general arrangement drawing, and basic specifications on Greenville's three other package cars—flat, gondola, and triple hopper.

•

BOOKLET SC-798. Remington Rand Division, Sperry Rand Corp., Dept. RA, 315 Fourth ave., New York 10. Free

Describes the various features and combinations of locking arrangements adaptable in the Remington Rand safe-file unit line.

UNDER
IMPACT!
these ties
can take it!

Because these ties are specially treated to hold up under grueling rail traffic for years. Since 1875 *International* has provided railroads with the finest, select timber. Each International Tie is stamped for life (in the year of installation) with the famous International Dating Brand . . . *proof* of years and years of service you can always count on.

International Creosoting and Construction Company. Galveston, Beaumont, Texarkana.

5¢8 INTERNATIONAL TIES

there's so much to choose from at...

HOTEL CLEVELAND

Cleveland Room
Dine in the splendid old world setting of a grand dining room. The menu is varied, the service unexcelled.

Bronze Room
One of the brightest of the city's supper clubs. Dancing nightly from 9:00 p.m.
Air conditioned, of course.

Rib Room
A true specialty restaurant
For Fabulous Roast Beef, roasted, carved and served to your order.

MEN'S BAR
Strictly stag — is this all male haven for good drinks, good food and good talk. Plus sports events on TV.

TRANSIT BAR
For rapid service in the most unique bar in the country . . decorated with an outstanding collection of miniature trains.

the PATIO
Pause — in the relaxing, informal atmosphere of the gayly decorated Patio. It's a Cleveland habit to say — "Meet me at the Patio."

Coffee Shop
Service is brisk and decor cheerful in the modern, air-conditioned coffee shop. Enjoy a tasty sandwich or a moderately priced meal.

HCA Hotel Cleveland
CLEVELAND, OHIO

Great Slave Lake Rail Line is Again Proposed

Canada may yet build a railroad north into the Great Slave Lake area—a district rich in mineral deposits but virtually isolated from the rest of the nation.

Prime Minister John Diefenbaker told Parliament last week that it will be asked to authorize construction of the line. The project was considered by a recent Liberal administration, but no action was taken.

Past discussion of the railroad proposal involved the building of some 385 miles of road, at a cost of $50,000,000 to $60,000,000. The jump-off point for construction would probably be Grimshaw or Waterways, Alta., each about 385 miles south of the lake.

At present, both air and highway transportation serve the Northwest Territories district. But, it's indicated, lack of more extensive transport facilities has prevented full exploitation of the mineral resources discovered in the area. A rail line to the lake, along with a highway system which the government also plans to build, would provide better routes into the uranium producing areas and permit exploitation of a large oil producing district. Lead-zinc ores are also a part of the resources picture (Railway Age, July 11, 1955, p. 7).

C&NW Consolidation Plan Implemented in South Dakota

Hard on the heels of the Public Utilities Commission order granting full approval, Chicago & North Western last week put its consolidation program for "one-man" agencies into effect in South Dakota.

The State Commission directed C&NW to establish "forthwith" 39 central agencies manned by "one station agent at one agent's wages." Involved in the plan are a total of 68 existing agencies. Service will be continued at all, but a net reduction of 53 manned agencies will be possible. An additional station, Cottonwood, was ordered closed outright.

Smathers Bill Counterpart Is Introduced in House

An omnibus transport bill has been introduced in the House of Representatives by Rep. Byrne of Illinois. It is H.R. 12488, a counterpart of the Smathers bill which proposes legislation to carry out recommendations made by the Senate Surface Transportation Subcommittee.

Meanwhile, the House Subcommittee on Transportation and Communications this week will consider proposals which deal with rate freedom, ICC power over intrastate rates and services, and a construction reserve fund. The House subcommittee has already held hearings on proposed loan-guaranty arrangements, the definition of private carriage, and the agricultural exemptions.

Today's Apprentice—Tomorrow's Railroader

The future training of apprentices like this one will come under study at a three-day workshop of the National Railroad Apprenticeship Conference in St. Louis July 16-18. Apprentice shown is one of about 10,000 in training each year on the railroads. He's completing the assembly of a vapor steam generator convertor motor under the watchful eye of a journeyman electrician in a Missouri Pacific shop in DeSoto, Mo.

Carriers Split on Rate Proposal

Spokesmen for railroad, water, highway and air carriers agreed last week that they have many problems in common—and expressed the hope that they might be able to reach common solutions.

But on a major question confronting the transportation industry—whether the rates of one carrier should be established so as to protect the traffic of others—there was sharp disagreement.

The spokesmen—Erie President H. W. Von Willer, Capital Airlines Chairman J. H. Carmichael, Rand Express Freight Lines President P. D. Serra and Seatrain Lines President J. L. Weller—aired their views at an all-day conference in Boston. Sponsored by the Transportation Association of America, the conference was part of a nation-wide observance of National Transportation Week.

Mr. Von Willer outlined the recommendations made by the Senate Surface Transportation Subcommittee following its hearings on the "deteriorating railroad situation." He explained the controversial rate-making proposal in these words:

"In passing on rates which one mode proposes to meet the competition of another mode of transportation, the ICC shall regard as irrelevant the effect upon such other mode. This proposal, as I interpret it, means the preservation of the inherent advantages of each mode of transportation . . . This recommendation is a very necessary one if common carrier transportation is to be truly competitive."

Mr. Weller disagreed. "In the last few months," he declared, "the railroads apparently have decided on an all-out rate war, to destroy the coastal water carriers once and for all. My railroad friends, beset by many troubles, may be doing themselves a disservice in their campaign to polish off the coastal shipping lines . . . The game [is not] worth depressing the entire rate structure between the Northeast and Southwest."

He charged that the rate-making proposal is designed "to make more easy" selective rate-cutting in which railroads are already engaged.

Mr. Serra said "we live too long in the areas of disagreement . . . so much so that we are frequently blind to the much broader areas of common interest." One such area worthy of exploration, he said, is coordinated service through publication of joint rates and through-routing agreements between carriers.

Speaking for the airlines, Mr. Carmichael saw "mutual benefit to us all in the organization of a common front to combat excessively restrictive regulations."

'If Railroads did not exist —the U.S. would have to invent them!'

U. S. newspaper readers last week were getting a hard-hitting message on the unique role railroads play in the U.S. economy.

In full-page advertisements in three Washington, D. C., papers, the Association of American Railroads reproduced a recent editorial from the Canton, Ohio, Repository and other Brush-Moore newspapers.

It was reprinted without comment. It didn't need any. Under the heading, "If railroads did not exist, the U. S. would have to invent them," here is what it had to say:

SUPPOSE that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

"The idea would be sensational.

"High-speed tractors running on steel rails laid on privately-owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise. Imagine!

"Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combinations. Of all things!

"Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

"The high-speed tractors on their twin ribbons of steel could even haul human beings, in addition to freight. If necessary, the human beings could be bedded down and hauled from one place to another in special cars with comfortable seats and all the comforts of home.

It would be an absolutely revolutionary idea — railroading. Provided it had just been invented, that is.

"All the progressives and the folks who try to lend a helping hand to get new ideas off the ground would be 100 per cent for it.

"All the politicians and administrators would be 100 per cent for it.

"As for militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for long-haul movement of heavy cargo than anything ever dreamed of heretofore.

The whole country would welcome the useful stranger with open arms and be alert for opportunities to give it a boost.

Cities and counties would tumble over one another to build things for it and to make free land available for its terminals.

"Politicians would get into higher mathematics to subsidize it. . .

"Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new. . .

"All railroads want is a chance to be as good as they know how to be if they are unshackled—set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

"Railroads should be born again.

"That is what would have to happen if they went out of existence.

"If they did not exist, the U. S. would have to invent them."

Q Slumbercoach Story— 18 Months, 50,000 Riders

Burlington's Denver Zephyr Slumbercoaches have passed the 50,000-passenger mark — in just a trifle more than 18 months' time.

In the year and a half since the four cars were placed in revenue service, they chalked up more than 44,000,000 passenger miles—and brought in total revenues exceeding $1,350,000.

Moreover, according to J. J. Alms, general passenger traffic manager, the majority of Slumbercoach passengers have represented either new business entirely or travelers who ordinarily would be riding coach. (The number of revenue passengers riding the Zephyr rose 15.7% in 1957 over 1956.)

The success of Slumbercoach, Burlington's GPTM concluded, "indicates that with proper pricing and good service, the railroads can attract a high volume of passenger traffic between major centers of population."

NP Seeks to Reduce Service in North Dakota

Northern Pacific is seeking permission of the North Dakota Public Service Commission to discontinue passenger service on six branch lines in the state. Annual train-miles involved total 465,000.

The branches are Jamestown to Oakes, Mandan to Kildeer, Staples (Minn.) to Oakes, Fargo to Streeter, Mandan to Mott, and Jamestown to Leeds. NP also wants to substitute bus-truck service on the Jamestown-Leeds branch through its subsidiary Northern Pacific Transport Company.

Pending since May, 1955, are Commission orders on NP petitions to halt passenger service on four other North Dakota branches.

Analysts Probe Recession During Western Rail Tour

A group of financial analysts from eastern cities, Chicago and Canada set out last week to determine how much the recession has meant to industries in major western cities, and to the railroads which serve them.

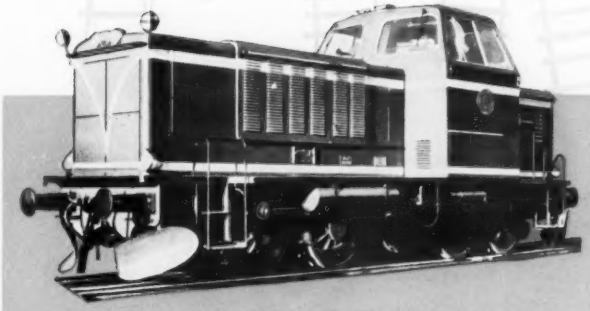
Some 187 representatives of banks, brokers and investment counseling firms started from Chicago on a rail tour which will take them to Kansas City, Dallas, Fort Worth, Los Angeles, San Francisco, Seattle, Grand Coulee Dam, and the Williston Basin oil lands of the Dakotas. The tour consists of members of the National Federation of Financial Analysts Societies.

The group will tour industrial plants throughout the west and interview firsthand the management teams which operate them. In the process, they will observe railroad operations and have a chance to quiz railroad personnel about business in the transportation industry.

From our deliveries to the German Federal Railways and foreign state railways

German Federal Railways:

151	locomotives	Type V	60	(0-6-0)
15	"	" V	65	(0-8-0)
5	"	" V	80	(BB)
20	"	" V	200	(BB)



Swedish State Railways:

25	locomotives	Type 750	1-C-1	(2-6-2)
56	"	" 800 D		(0-8-0)

Ferrocarriles Occidentales de Cuba S.A.

20	locomotives	Type	600 D	(0-8-0)
48	"	"	850 D	(0-8-0)
8	"	"	1000 D	(0-8-0)

More than 543 diesel-hydraulic locomotives have been ordered by state or private railway companies and industrial works during the last 10 years.

MaK

MASCHINENBAU KIEL AKTIENGESELLSCHAFT
GERMANY

Pullman carefree travel!

Only the Railroads can offer the exclusive *Pullman Extras* that make for completely relaxing travel and peace of mind.

In this day of crowded highways . . . of driving tensions and traffic hazards . . . of weather worries and delays . . . carefree travel is a rare and rewarding experience. That's why so many people who travel by Pullman prefer this pleasant, comfortable, worry-free form of rail travel. Pullman *carefree* travel is rail travel at its best.

Pullman means comfort,
safety, privacy and sleep

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MARKET OUTLOOK *at a glance*

Carloadings Rise .4% Over Previous Week's

Loadings of revenue freight in the week ended May 10 totaled 535,204 cars, the Association of American Railroads announced on May 15. This was an increase of 2200 cars, or .4%, compared with the previous week; a decrease of 188,113 cars, or 26%, compared with the corresponding week last year; and a decrease of 242,402 cars, or 31.2%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended May 3 totaled 533,004 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 3

District	1958	1957	1956
Eastern	82,800	113,653	127,916
Allegheny	90,090	143,965	154,520
Pocahontas	41,846	64,464	64,915
Southern	103,226	122,848	131,505
Northwestern	64,383	113,739	118,977
Central Western	104,680	111,949	117,390
Southwestern	45,979	48,369	55,335
Total Western Districts	215,042	274,056	291,102
Total All Roads	533,004	718,986	770,558
Commodities:			
Grain and grain products	48,056	47,965	50,019
Livestock	6,255	6,194	7,481
Coal	86,634	132,610	136,812
Coke	5,000	11,862	12,864
Forest Products	33,256	39,145	43,964
Ore	16,498	74,751	75,349
Merchandise l.c.l.	45,531	55,468	61,035
Miscellaneous	291,774	350,991	383,034
May 3	533,004	718,986	770,558
April 26	533,724	690,789	779,977
April 19	534,475	686,950	763,437
April 12	521,035	673,944	742,053
April 5	516,225	644,092	685,378
Cumulative total, 18 weeks	9,613,083	12,041,891	12,721,605

IN CANADA. — Carloadings for the nine-day period ended April 30 totaled 99,605 cars, compared with 69,331 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Carr Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
April 30, 1958	99,605	35,139
April 30, 1957	106,405	41,810
Cumulative Totals:		
April 30, 1958	1,121,116	492,570
April 30, 1957	1,220,827	567,092

New Equipment

► *Milwaukee.*—Ordered 1,000 50-ton box cars and 100 50-ton "Airslide" covered hopper cars for fall delivery. General American will build the "Airslide" cars and 500 box cars; Pullman-Standard will construct the other 500 units in the box car order (Railway Age, April 7, p. 55).

Purchases & Inventories

► *Two Months' Purchases Down 44.2%.*—Purchases by domestic railroads of all types of materials in this year's first two months were $193,358,000, or 44.2% lower than in the comparable 1957 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

PURCHASES*	January 1958 (000)	February 1958 (000)	Two Months 1958 (000)	Two Months 1957 (000)
Equipment**	$ 3,720	$ 3,805	$ 7,525	$124,636
Rail	7,022	4,982	12,004	19,296
Crossties	5,168	3,820	8,988	11,963
Other Material	79,555	73,208	152,763	195,339
Total from Manufacturers	$ 95,465	$ 85,815	$181,280	$351,234
Fuel	33,569	29,028	62,597	86,001
Grand Total	$129,034	$114,843	$243,877	$437,235

*Subject to revision.
**Estimated value of orders.

INVENTORIES*†	February 1, 1958 (000)	February 1, 1957 (000)
Rail	$ 57,867	$ 51,849
Crossties	100,623	95,373
Other Material	499,595	549,380
Scrap	21,509	21,702
Fuel	27,125	33,496
Total	$706,719	$751,800

*Subject to revision.
†All total inventory figures taken from ICC statement M-125 for month indicated.

New Facilities

► *Canadian National.*—Bids are being sought for the construction of a 1.73-mile industrial spur in Saint John. Work involves more than 100,000 square yards of excavation, five acres of clearing, one acre of grubbing and installation of 480 feet of culverts. The railway will lay the track for the line, which will serve the recently-announced $45 million Irving Oil Refineries and the $10 million New Brunswick thermal plant.

► *Frisco.*—Will build 22,860 feet of trackage to serve a new Chrysler Corp. plant at Valley Park, Mo. The project includes construction of a 9,502-ft main lead track, three storage and three classification tracks, run-around track and secondary lead track, plus a concrete and steel highway grade separation structure. Total cost of the new construction will be approximately $1,000,000.

► *New York City Transit Authority.*—Placed approximately $1,000,000 order with Union Switch & Signal Division of WAB Co. for designing signaling apparatus and installing local track signaling. Work is part of complete signaling rehabilitation program for entire Broadway-7th Avenue line of authority's IRT division. Installation is expected to be completed in nine months.

a RAILWAY AGE time-saver page

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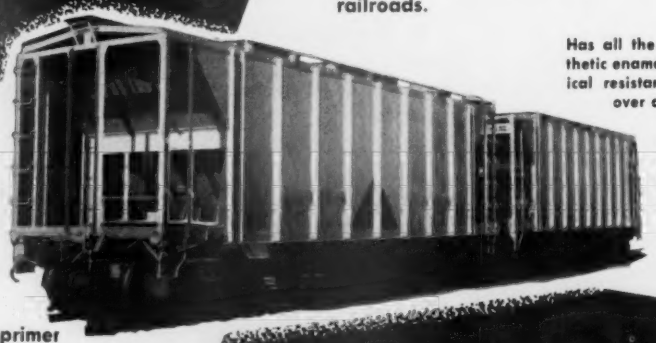

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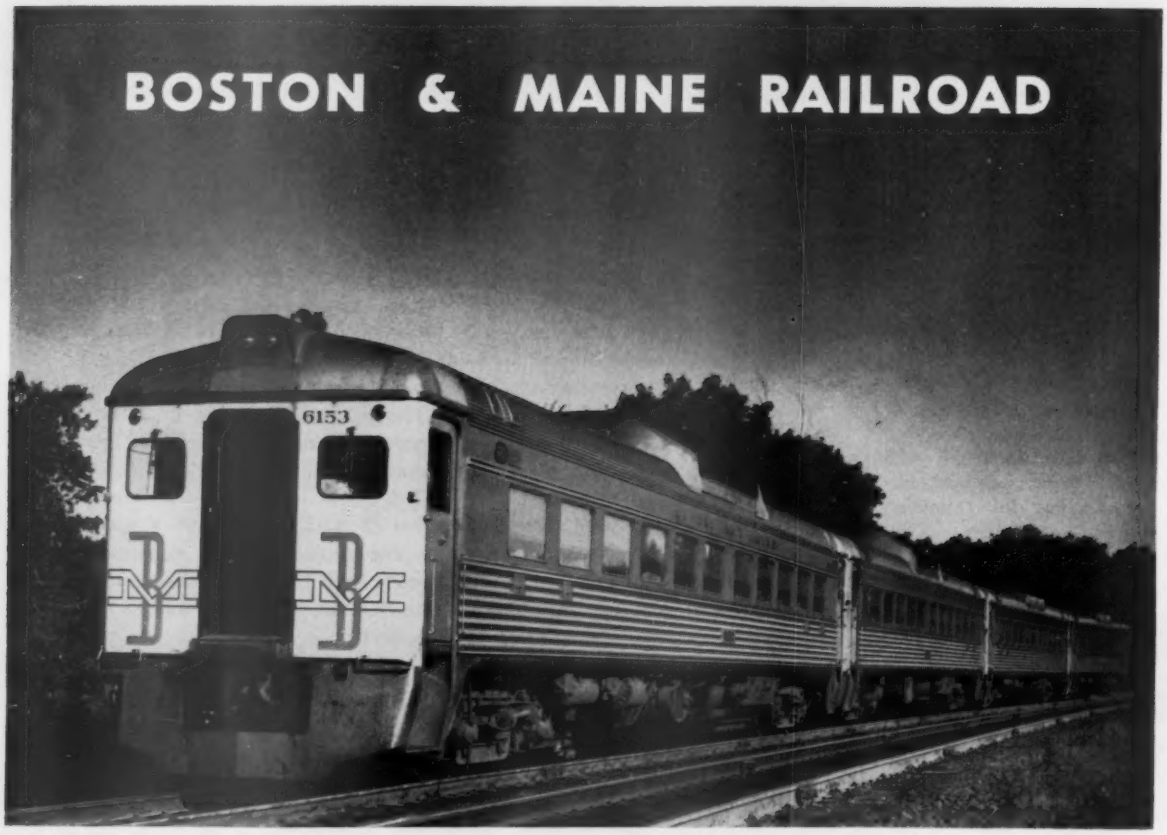

People in the News

CANADIAN PACIFIC.—Gordon Alexander Glennie, European colonization manager, London, England, appointed assistant to manager, department of immigration and agricultural development, Montreal, Que., succeeding **William Weston Webb,** appointed assistant manager, Winnipeg, Man. **Ewen MacDonald,** assistant to European colonization manager, London, succeeds Mr. Glennie.

J. L. Hall appointed superintendent, Winnipeg Terminal division, Winnipeg, Man.

A. W. McArton appointed agricultural agent, Eastern region, Toronto, Ont.

DETROIT TERMINAL.—Wesley F. Newman appointed auditor, Detroit, Mich., succeeding **Elwyn B. Kennedy,** retired.

DULUTH, MISSABE & IRON RANGE.—The Traffic Department offices have been moved from 204 Board of Trade Building to 201 Beal Building, 5 North 3rd Avenue West, Duluth 2, Minn.

DULUTH, SOUTH SHORE & ATLANTIC.— Thomas M. Beckley, assistant general solicitor, promoted to general solicitor, Minneapolis, Minn.

ERIE.—John S. Parsons, assistant chief engineer maintenance of way, Cleveland, appointed chief engineer, with jurisdiction over the engineering and maintenance of way departments, succeeding **Blair Blowers,** who retired May 1. **Lawrence H. Jentoft,** engineer maintenance of way, Eastern district, Jersey City, N.J., succeeds Mr. Parsons. **Wesley F. Petteys,** division engineer, Hornell, N.Y., promoted to succeed Mr. Jentoft. **Arthur Price,** New York division engineer at Jersey City, transferred to Hornell. **Lewis M. Swoap,** assistant to Eastern district engineer maintenance of way, replaces Mr. Price.

GREAT NORTHERN.—Clyde A. Pearson, assistant to the president-personnel, St. Paul, Minn., elected vice-president-personnel.

A. L. Strom, general agent, Butte, Mont., transferred to Detroit, succeeding **H. G. Schutte,** who retired April 30. **S. A. Garrity,** general agent, Helena, Mont., named to succeed Mr. Strom.

KANSAS, OKLAHOMA & GULF—MIDLAND VALLEY —OKLAHOMA CITY-ADA-ATOKA.—Robert C. McDonnell appointed general agent, Portland, Ore.

KENTUCKY & INDIANA TERMINAL.—Lee L. Babcock, vice-president — industrial development, Louisville, Ky., retired May 5.

LEHIGH VALLEY.—Arthur F. Doody appointed superintendent transportation, New York. Mr. Doody was formerly assistant trainmaster at Buffalo, N.Y., and has been working on special assignment in New York since January.

J. George McCrone, division passenger agent, Bethlehem, Pa., retired April 17.

MINNEAPOLIS, NORTHFIELD & SOUTHERN.—J. A. Schroder, assistant traffic manager, and **R. Gordon Miller,** general agent, Chicago, who have been jointly representing the MN&S and **Missouri-Illinois,** will henceforth represent the MN&S exclusively.

NEW YORK, SUSQUEHANNA & WESTERN.—Martin J. Murphy, general auditor, Paterson, N.J., promoted to vice-president and comptroller. **Herbert J. Draney,** assistant general auditor, promoted to auditor of revenues and disbursements. Titles of general auditor and assistant general auditor abolished.

PULLMAN COMPANY.—George W. Bohannon, executive vice-president, elected president and chief executive officer, succeeding **Carroll R. Harding,** elected chairman of the executive committee. **Arthur H. Lobeck,** assistant vice-president, operating, appointed general manager. **W. S. Herring, Jr.,** executive assistant, operating department, named assistant general manager.

PENNSYLVANIA.—J. A. Schwab, regional manager, Chesapeake region, Baltimore, appointed vice-president and regional manager of that region.

Windsor F. Cousins and Edward A. **Kaier,** general attorneys, promoted to general solicitors, Philadelphia. **Edwin A. Lucas,** general solicitor, has retired.

Howard A. Gilbert, system public relations representative, Philadelphia, appointed manager public relations. New York region, succeeding **Eugene DuBois,** resigned.

J. J. LaMonica appointed superintendent of stations, Northwestern region, Chicago.

Harold P. Green, engineer of structures, Buffalo, named area engineer of structures, Chicago.

Dr. Alexander M. W. Hursh, assistant medical director, Philadelphia, appointed medical director, succeeding **Dr. Donald W. Glenn,** who has resigned to undertake other medical work but will continue to serve the PRR in a consulting capacity. **Dr. Robert S. Ayerle,** regional medical officer, New York, succeeds Dr. Hursh. **Dr. John D. Talbert,** regional medical officer, Chesapeake region, Baltimore, succeeds Dr. Ayerle at New York.

WABASH.—Offices of auditor disbursements and auditor-subsidiaries consolidated. **J. M. Fricke** appointed auditor disbursements.

Harold L. Jackson, district freight and passenger agent, Fort Wayne, Ind., promoted to division freight agent, Decatur, Ill., succeeding **J. E. Dooley,** assistant general freight agent, who retired May 1. **L. E. Caldwell** named to succeed Mr. Jackson. **Austin C. Hilley,** traveling freight and passenger agent, Des Moines, named district freight agent, Ottumwa, Ia., replacing **C. E. Dudley,** deceased.

Jack Samson appointed general agent, Portland, Ore., succeeding **J. W. Points,** resigned.

WESTERN PACIFIC.—Donald O. Schroen, sales manager, Toledo, Peoria & Western, Dallas, appointed traffic representative, WP, Dallas.

George W. Bohannon
Pullman

Carroll R. Harding
Pullman

Edward A. Kaier
PRR

Windsor F. Cousins
PRR

Charles B. Brown

Charles F. Venrick

Supply Trade

Charles B. Brown has joined the Aluminum division of **Olin Mathieson Chemical Corporation** as manager, transportation industry sales. Mr. Brown had been executive vice-president of American Listings, Inc., New York.

Charles F. Venrick, sales vice-president, western region, **American Car & Foundry** division of ACF Industries, Incorporated, has been appointed vice-president in charge of railway sales at Chicago.

Clyde Burton Goad, project engineer in the classification yard section of **Union Switch & Signal—Division of Westinghouse Air Brake Company,** has been appointed sales engineer in the Pittsburgh office.

William O. Nelson, former director of production control and purchasing, and since 1956 on special assignment as chairman of the planning committee, **Electro-Motive Division** of **General Motors Corporation,** retired March 1.

John R. Smyth has been named to the newly created post of assistant director of engineering, **Exide Industrial Division, Electric Storage Battery Company,** Philadelphia. Mr. Smyth's former title of chief control engineer has been abolished.

Edward A. Murray, sales manager, Chicago district, **American Steel & Wire** division of **United States Steel,** has been promoted to assistant vice-president of sales at Cleveland. He replaces **M. D. Millard,** recently advanced to an administrative vice-president at Pittsburgh.

John A. King has been elected chairman and chief executive officer of the **Cardwell Westinghouse Company,** to replace the late **James R. Cardwell.** Mr. King continues as president of the company.

R. P. Grosse, manager, **Graybar Electric Company,** El Paso, Tex., has been appointed district sales manager, Philadelphia, effective May 1.

Arthur L. Berry has been appointed general manager of **Trailer Train Company. Eugene F. Ryan,** formerly vice-president and general manager, continues as vice-president.

Pacific Car & Foundry Company has purchased the assets of **Dart Truck Company,** of Kansas City, Mo. Pacific Car's Kenworth Motor Truck division will be merged with Dart Truck to produce a new company, **KW-Dart Truck Company.**

Robert T. Rinehart, Midwest regional sales manager, **K. W. Battery Company, (Inc.),** has been appointed Eastern regional sales manager.

T. B. Peterson has been promoted to district sales manager of **Duff-Norton Company** at San Francisco, Cal.

John T. Hultgren has been appointed railroad representative for the **Wilson Engineering Cor-**

(Continued on page 92)

THERMO KING

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in any temperature range . . . and does it automatically, economically, in any size trailer!

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BOOKS . . .

HANDBOOK OF AMERICAN RAILROADS

by Robert G. Lewis

This new 2nd edition (1956) provides a complete, illustrated data guide to the nation's 113 Class I linehaul railroad carriers. Contains a map of each railroad, prominent train photo, herald, historical sketch, biography of chief officer, financial and operating statistics, and equipment data. The author is publisher of "Railway Age." 251 pp. cloth $4.50

Simmons-Boardman Books Dept. 5-19

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(*Continued from page 35*)
more regular mail may take to the air tomorrow?

The airlift experiment, incidentally, is quite a sore spot in its own right. Railroads condemned it from the start. They say it relieves them of around $2 million in revenue annually, and makes them a stand-by facility. Intermediate service is affected because RPO cars are dropped. Railroad men feel the airlift has been under way long enough now to prove whatever it started out to prove, and should be ended. A bill has been introduced in Congress to compel that. The bill would require the Postmaster General to use rail or motor common carriers exclusively, with a few exceptions including Star Routes, for the land transportation of mail. Regular air mail would continue to fly.

Railroads on the West Coast ran quite a test before and after the post office began flying three-cent mail in that area. On the strength of 65,000 mailings, both three- and six-cent, the roads say the airlift hasn't improved first-class mail service one bit. On the contrary, the volume of regular mail being airlifted has led to slower service for normal airmail.

So the arguments run. The post office suggests handling mail in merchandise freight service. Railroads ask how they can work the service into existing terminals. The department says such trains could go to downtown freighthouses.

Throughout, the post office says it is as anxious as anybody could be to help keep railroads in business. It paid them $291 million in 1957. Railroads are still the mass movers of mail. But the department is concerned about costs, and it wants to help railroads develop new methods, more coordinated service and the like, to reduce the costs. The department doesn't want to spend a cent more than it has to to get the mail moved. "After all," one postal officer said recently, "it's your money we're spending."

To anyone who looks into the matter, it soon becomes apparent that any final solution to today's mail puzzle must come out of Congress. It is peculiar that an industry must seek new law to gain freedom; just the opposite should be true. But that is the fix railroads are in—in part, at least, because they cannot bargain with a free hand as other mail haulers can.

There is already some recognition in Congress that this is the case. The recent report of the Smathers subcommittee (RA, May 5, p. 9) suggested that the Senate's Post Office and Civil Service Committee take action "to modernize legislation applying to those forms of transportation necessary for carrying U. S. mail . . . Statutes for transporting mail are obsolete and should be amended."

The single matter of delay in rate-increase cases is a subject unto itself. It points up, again, the stop-gap procedures that dog railroad efforts to get mail in the black. This is where the ICC gets into the picture. Mail pay cases require ICC approval and have a habit of being long. Final decisions have been retroactive, in part at least, but extended hearings leave railroads on the short end of the stick for months, even years. There are many reasons why these cases take so long, by no means all attributable to the commission. But here again, railroads have had to turn to Congress to seek a solution. A bill is pending in the Senate that would fix for mail rate changes the same kind of timetable that applies in freight cases. New rate schedules would be filed to become effective in 30 days unless suspended. Suspension would be limited to seven months.

Whatever the final solution to the mail problem is to be, nearly everyone agrees on the need to stop temporizing. Some observers think railroads, post office and Congressional leaders should assign a group of competent consultants to come up with the answer.

A better deal for the post office as well as the railroads is certainly attainable.

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The operation above demonstrates fueling the locomotive and replenishing the sand supply all in one easy operation, requiring less than 20 minutes. This job is done at the work site. Many dollars and hours are saved because the locomotive does not have to come home for service.

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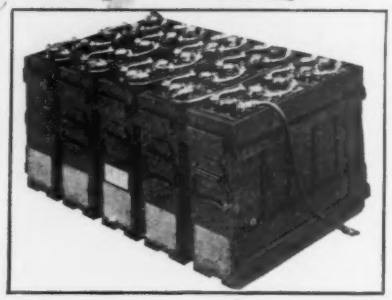

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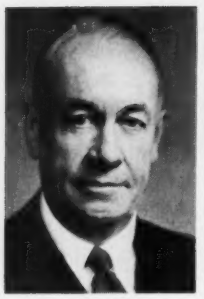

Perry T. Egbert

William S. Morris

Supply Trade

(Continued from page 89)

poration of Chicago in the Twin Cities and Duluth areas.

Perry T. Egbert has been elected chairman and **William S. Morris,** president, of **ALCO Products, Inc.** Mr. Egbert had been president and Mr Morris, executive vice-president.

H. A. Ardinger, assistant to general traffic manager, **Bethlehem Steel Company,** retired March 31.

Elbridge H. McNeill has been named regional sales manager of the newly formed Mid-West sales region of the **Okonite Company,** at Chicago. Mr. McNeill will supervise the Chicago, St. Louis and Rocky Mountain sales areas. **Robert B. Zane,** manager of utilities and industrials, succeeds Mr. McNeill as Chicago district manager.

Union Switch & Signal division of **Westinghouse Air Brake Trade Corporation** has announced an arrangement with Inversiones Industriales de Mexico, S.A., Mexico, D.F., whereby the latter will represent US&S division of Westinghouse Air Brake Trade Corporation in Mexico and Cuba. **Delfin Salazar V** is general manager of Inversiones.

Donald A. Anderson has been appointed district sales manager of **Duff-Norton Co.,** Pittsburgh, Pa., with responsibility for sales activities in the general industrial field for the Jack division and the Coffing Hoist division in New York state and New England.

Farrell Manufacturing Company, Joliet, Ill., has appointed **Ralph W. Payne Company,** Metropolitan Building, 613 Fifteenth street, Washington, D.C., to handle its new mobile refueling unit for diesel locomotives. **Stanley H. Smith Company,** 2754 Woodhill Road, Cleveland, the **Harbil Company,** 224 S. Michigan Avenue, Chicago, and **Eastern Railway Supplies, Inc.,** 110 E. 42nd Street, New York, also have been appointed distributors of his unit.

OBITUARY

James D. Glenn, 52, former vice-president and general manager of sales for **Crucible Steel Company of America,** died May 8 at Pittsburgh, Pa., after a prolonged illness.

William K. Farrell, 70, formerly general purchasing agent of **American Locomotive Company,** died May 11 at St. Petersburg, Fla.

F. P. McCarthy, operating field supervisor, **Sperry Rail Service,** Division of Sperry Products, Inc., Danbury, Conn., died April 10 at El Dorado, Kan.

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Let's Stop Temporizing

Most railroads which have any considerable passenger service are following three courses with it. First, they are providing standard service, much as they have done in the past. Second, they are getting rid of poorly patronized trains just as fast as the regulators will let them. Third, some but not all of them are trimming expenses on their remaining service as sharply as they can. (Such things as dropping parlor cars, curtailing dining service, closing ticket offices.)

Of these three courses, only the second — getting rid of the hopeless runs — is really making a definitive contribution to solving the "passenger deficit" problem.

●

Now, almost all railroads with passenger service have some excellent trains — some of them even earning a profit. But these trains evidently do not embody all the answers to putting passenger service in the black. Traditional service seems relatively successful in some places but, on the whole, it has not provided a formula for general application. It is understandable expediency, but not definitive planning, if a road whittles away at service standards. This is especially so, when even the existing standards are not successful in maintaining satisfactory traffic volume.

Most railroads expect to stay in the passenger business — apart from their local plugs and klunkers. Most of them believe there is a future for some long-haul and quite a lot of overnight service; and an even better outlook for 100-500 miles runs between population centers. But much of the service that is generally believed to have "growth potential" is not thriving as it is.

Present fares, present crew consists, present dining car practices, present excessive stations and excessive taxation — these things are not producing profits or rising volume in most places. Relatively few railroads are, as yet, applying the whole list of changes that should give promise of starting the business on an upward course.

In revamping that part of the service that might be growing instead of withering away, is it not a fact most experiments are piecemeal—hence inconclusive? There are many interesting experiments being carried on—but are any of them on an "all out" basis? Does it not require an "all out" effort to get a conclusive answer?

(Aside No. 1—We omit consideration of commuter service here. Most competent analysts believe this service should be improved and extended, but they concede that it is not in the cards for the railroads to bear the financial burden. The continuation and improvement of the service needs local community cooperation.)

(Aside No. 2—We also omit consideration of mail and express service. The key to the "head-end problem" lies in improved relations between railroads and the post office department. Leaders in Congress and the Administration should agree with the railroads to turn the problem over to a competent group of experts. Such a group should be assigned the job of finding a solution which would be fair alike to the post office, the railroads and the public interest.)

Returning now to what the railroads might do to find out definitely what the answer is to be for the "growth potential" part of their passenger business. Our suggestion is simply that they take a run or two, to be set up experimentally with all possible conditions to attract growth and revenue. That is, give this experimental service every factor likely to help it succeed. Give it scientific rates and scheduling, efficient equipment and merchandising.

Cooperation of unions and regulators should be sought to minimize excess employees and excessive taxation. If this cooperation is not forthcoming, then the experimental trains' records could be kept in two ways — (1) actual expense and (2) what expense would be with reasonable crew expense and reasonable taxation. If the trains should not pay because of excessive labor costs and taxes, then the public would know where to lay the blame for failure.

●

AN ANSWER IN 1958: Such experimental trains would either attract, or give promise of attracting, a profitable volume of traffic — or they would not. In either case, the railroads would have a definitive answer to guide their future policy. They cannot get a reliable answer as long as the "growth potential" traffic is not given an all out trial—including all factors necessary for success. It just isn't right to let such a huge business wither away, without a determined effort to find out, once and for all, whether it can be made to pay.

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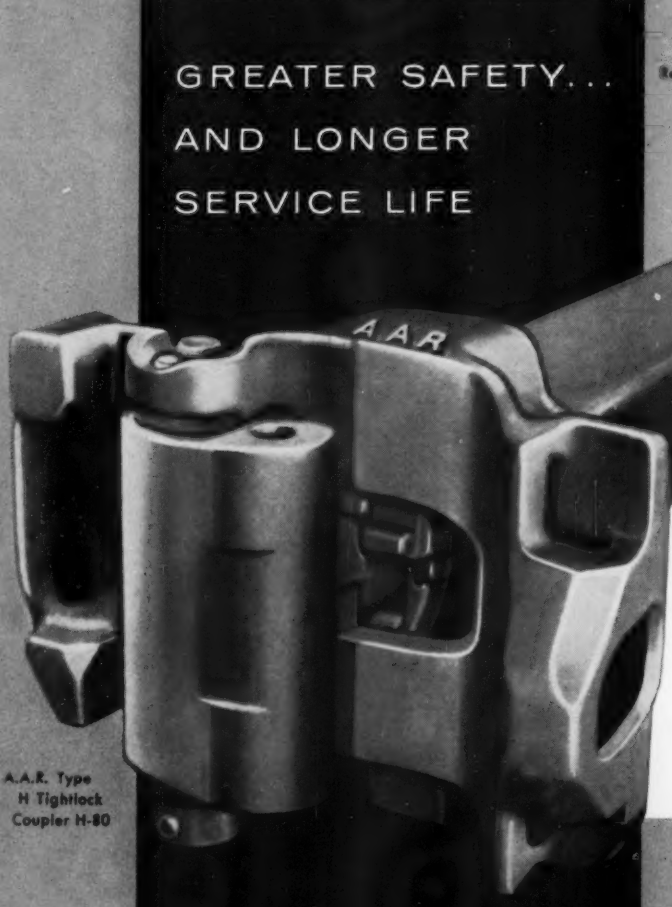

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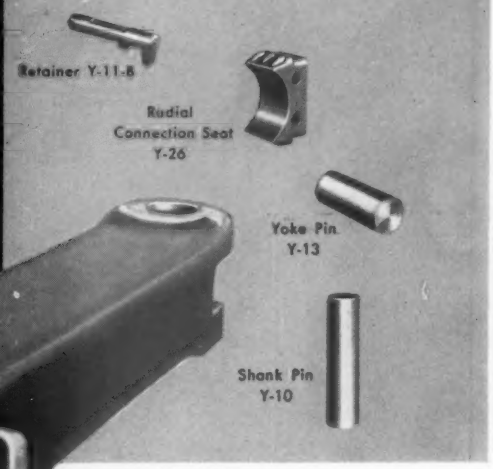

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The Draft Gear featuring twin arrangement of parts for better uniformity of operation, making possible high capacity and low terminal forces, assuring greater dependability in service.

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